

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1	Josh, As discussed, attached is a copy of the final version of the LaCaille-Gondola proposal. Wayne and I met with Carlos this afternoon and delivered him a hard copy of the document. Also attached is a cover letter that summarizes our findings. Let me know of any question you or your team may have and thanks for the past input.	Chris McCandless	Email
2	I support the building of a gondola system up LCC (and needed parking/allied infrastructure). Second place is a bus-only lane up the canyon that is a multipurpose pathway in the summer. Increased bus service without an exclusive bus-lane offers zero advantage as the bus(es) will be stuck in the same traffic as always.	MATTHEW SLAWSON	Website
3	The final plan MUST include access and parking for people not visiting ski resorts (backcountry skiers, snowshoers, climbers, etc.) . We have a right to access OUR public lands year round. Thanks kindly, David	David Hoffman	Website
4	According to your own documentation, "visitation into the canyon is equally distributed between winter and summer uses." Please run buses up the canyon in the summer as well as the winter.	David Hoffman	Website
5	I think the GONDOLA is a great option with many many benefits!	Mark Barone	Email
6	Hi, make a tunnel from LCC to BCC and a tunnel from BCC to Kimbal junction. Or alternately open Guardman pass year. Can even run trains in there eventually That will solve the traffic problem by moving the traffic out of the avalanche paths, which is the main cause of the problem. Widening the road in LCC will damage the environment and a gondola is a boondoggle Thanks for listening! If you don't make parking available at the bottom of the gondola, you will literally ruin skiing in Utah.	Andrew Moeller	Website
7	I live in Holladay. I work in Cottonwood heights. I can get to Snowbird from my house in 27 minutes, and from my office in 17 minutes. If I have to park at big cottonwood canyon, wait in line for a bus to take me to a gondola, and then take a gondola to the resort, my commute time will increase from 27/16 minutes to 67/40 minutes. If that happens I won't be able to ski anymore.	Josh Christensen	Website
8	I believe it would be naive and poor planning to widen the road for a bus system up the canyon. Instead, a gondola would make more sense as a means of transportation. By widening the road, not only are we destroying the nature of the canyon, but we are also reinforcing carbon and noise pollution of the canyons. Additionally, the cost to maintain these heavily trafficked and heavily plowed roads would be outrageous. The gondola makes sense, because it puts Utah as the front running innovator of a canyon gondola. This will be a win for the activists that want cleaner air, benefit local communities and wildlife by less traffic, and, again, would put Utah on the map as an innovator; this is something we have been lacking in since the Olympics. I still believe the train/ rail is a better option than both, but if I have to choose, the gondola is the best option. I would like to offer and volunteer my free time as a planner for this at no cost. I am an accountant with an MBA. I have studied planning and putting together plans that will address every persons input. Not only this, but I could be a great resource for analyzing costs and forecasting future cash flows this may cost or generate. Please take this offer to heart, as well as my opinion about the gondola. I would be a great voice of the people, so that they feel heard during this project. I consent to you contacting me via phone for anymore feedback or offers to volunteer my time and knowledge. Thank you.	Christopher Fuoco	Website
9	While I would love to see some sort of fancy gondola, the enhanced bus service plus dedicated bus lane seems to be the best option since it also benefits bicyclists and pedestrians. Ultimately it's the most expensive initial cost, but it feels like the cost per user, both summer and winter, would be the lowest; I could definitely be wrong about that since I haven't done the math, but as a bicyclist I really would appreciate the extra safety as well.	Tony Krezel	Website
10	We live above Wasatch Blvd and the traffic noise is already bad. If you are going to widen the road, please consider traffic noise mitigation. As well as patrolling - cars, motorcycles, and trucks gun their engines and speed on the road consistently on weekends and evenings.	Jessica Yingling	Website
11	Without a third lane for busses (up in the morning and down in the afternoon) there is little incentive and lots of hassle to take the bus. A bus with standing room only in powder traffic will be something to avoid. Also backcountry users would greatly benefit from increased stops at popular trailheads.	Chase Nye	Website
12	I believe 2 fold system makes sense. A Gondola and bus system, unless there will somehow be enough parking for the gondola. But I would use a digital billboard system we have been developing in the cars to run ads and have the gondolas pay for themselves. Maybe turn the old shopko into a massive parking garage too and be the hub.	John Frazier	Website
13	A modern day PRT system is the perfect solution. See Morgantown WV PRT. Stops at trailheads for winter backcountry and summer hiking. Stops could be used for interlodge if needed. Lockers and bathrooms at stops. Large base facilities at canyon base and resorts. Possibly kill Grizzly and link to Sol Bright then to guardsman, PC/DV Use for biking in summer too. Seems way more effective and efficient. Worked for over 50 years in WV...with old technology and materials. Should be considered viable if a gondola is really a thought. BCC is longer, but less avy prone...any thought of following power lines up BCC creek with a track? Be a pretty ride.	Nathan Ezro	Website
14	I am in favor of the gondola. Less pollution.	Wayne Hansen	
15	Please get rid of ikon pass. It is very obviously what makes traffic bad every single weekend. There used to be a few bad days a year. Ikon came and now it's always bad	Chris Thompson	Website
16	Worlds longest best gondola is my vote. Do something great that differentiates us from others. That's competitive advantage. More buses.... lame no one wants to use them. Covering the road at avalanche points... great idea for safety. Do the gondola properly with plenty of parking at the gondola base. Do not do a bus system to the gondola base as priority it will fail. Big parking deck, gondola base on top of it. Put a secure area With affordable ski/snowboard/boot storage at the top so people can leave all there stuff there. Thx and good luck with this project. (Do it right the first time...or when will you ever find the time/\$ to fix it)	Greg Lee	Website
17	why the railroad right-a-way isn't being used? a railroad or monorail going up the canyon takes allot of pressure off the canyon.	Paul van leeuwen	Website
18	I submitted the plan for the gondolas for quite some time now. I read the KSL article today that my idea is going to be used potentially. I would like for my email to be re-read and for me to receive appropriate credit for the idea. I would like credit and reward.	Philip Pascale	Website
19	Please present an OPTION for a rail based system. This is to be a public system paid for by the public, so give the public voice a seat at the table.	Benjamin Marolf	Website
20	Please include a safe walking/ biking path for use during all seasons in the revision of the Wasatch project. It's important for community members and visitors to be able to walk and bike to stores, restaurants, and shopping which will eliminate some of the traffic congestion. This is an ACTIVE community that caters to ACTIVE visitors.	Molly Sparks	Website
21	I am no skier. When I go up the canyon to hike and enjoy the views, last thing I want to see is a gondola stretching up and down canyon ruining the views. What an eyesore. It'll add to the beauty of the mountains just like that hideous restaurant at the top of Snowbird. Horrible idea! The bus idea seems better.	Jason White	Website
22	I am strongly in favor of the creation of a gondola service in Little Cottonwood Canyon. Great work on the study!	Andy Hulka	Website
23	No matter the plan, there must be greatly expanded parking outside the canyon. Otherwise none of this matters.	Matt Rich	Website
24	Another option to consider would be a train system maybe like front-runner.	Michael Price	Website
25	Any transport option that can't operate during avalanche control work should not be considered. More bus transport is a very bad idea, its not a permanent fix. It would be a very expensive band-aid that would be eventually replaced with something else. People do not like riding the bus and usually avoid it whenever possible. Depending on location it can quadruple the time it takes to get up the canyon. If this option is selected I guarantee ridership would not justify the expense. Not to mention UTA does not have a good reputation for managing funds, or taking the needs of its ridership seriously. A gondola would be the best option of those provided. It must be designed in a way that it can operate during avalanche control work. One thing that should be REQUIRED is a multi level parking garage at the BASE of the gondola!!!! Requiring people to take a shuttle from the gravel pit would be a disaster and would be regarded as a colossal blunder in design. Logically if you take in all the challenges this project requires an underground rail as the ultimate conclusion. It's cost would be high, but it would be the best long term option with great expand-ability options. Why this was not strongly considered as the best option is extremely disappointing.	Adam Bates	Website
26	A dedicated bike lane is desperately needed, the road is not wide enough for bike traffic and its a serious hazard during the summer. Resorts need permission to expand parking, or build parking structures over existing parking. It's a serious issue and needs to be addressed.	Sean Harley	Website
27	Please consider limiting traffic in LCC, including bus traffic, by installing a different type of people mover such as a gondola or similar method. The amount of vehicles up the canyon is far too large and as winters have shown buses are prone to traction limits and accidents. The entire way people get to the resorts and canyon areas needs to be addresses in a new mindset.	Travis Roelle	Website
28	While I think it would make for a lovely gondola ride it would completely destroy the scenery of nature that is so special about the canyon. I can't back an idea that will forever leave a bad taste in the minds of people there to enjoy nature. Photographs will forever show how man has developed over and taken away from what nature provided us. Please do not take these batular views from us beyond which the roads already make their impact. Also, what about big cottonwood canyon? Y'all forgetting about that?	Dylan Brunjes	Website
29	I would be more likely to take a bus if there was a bus lane, even if it ended at the mouth of the canyon. If I saw buses going past while I was sitting in my car waiting to turn into big cottonwood or head up to little cottonwood I would be a lot more likely to take the bus. If the transit system was free, I personally would opt for taking transit. It's a great perk in towns like Park City, Sun Valley and Jackson Hole, and more tourists would opt for enjoying LCC if there was a free transit option.	Trace Page	Website
30	I worry that building a gondola would have severe environmental impacts on the canyon and it's natural, serene aesthetic, and it's wildlife A gondola could be shut down by weather so not a good option for the busy storm days when the canyon is the busiest plus it will not look good. Enhanced bus service with a dedicated shoulder lane is my choice of the three but still not ideal. People want to drive their own cars. I still think the best option is adding the shoulder/third lane and making it two lanes up from 1am to noon and two lanes down from 1pm to midnight. Allow buses and cars that pay a toll to use the third shoulder lane, only allowing buses to use this lane will be a waste.	Scot Chipman	Website
31	I would very much like to see the gondola option. I see so many positives and very few negatives. It would be a remarkable amenity for our state, a tourist magnet and it would be an asset year-round for visitors to the canyon. The scenery in that particular glacier-formed canyon is the most breathtaking in the whole Wasatch Range, and can best be enjoyed while not trying to send your car plunging off the guardrail on the narrow, windy road. Electrically powered (with renewables) it would save a lot of fossil fuels, clean our inversion air and provide a quiet, peaceful mode of travel. Please do it!	Jeff Grover	Website
32	I love the idea of having the largest gondola ride in the world. If you think about iconic travel destinations, they always have a number of things that sets that place apart and that make people feel like they've been somewhere unique. The gondola would be immediately included in tourist guides and websites and people will add it on their list of things to do while in Salt Lake City. When out-of-towners ask me what they should see while they are here, I won't have to say, "Temple Square and...uh..." It's a fantastic idea that will have long-term positive impact.	Steve Burton	Website

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	A gondola could be shut down by wind/weather so not a good option for the busy storm days when the canyon is the busiest, plus it will not look good. Enhanced bus service with a dedicated shoulder lane is my choice of the three.		
33	A tweaked version of the enhanced bus service with a dedicated shoulder lane is what I would like to see. Add the shoulder/third lane and make it two lanes up from 1am to noon and two lanes down from 1pm to midnight. Allow buses and cars that pay a toll or carpool to use the third shoulder lane. Only allowing buses to use a third shoulder lane would be a waste of a lane when it will be empty most of the time, allowing cars that pay a toll or that carpool will help fill up the third lane and increase revenue. UDOT could use the same toll system they currently use on I-15 allowing people that pay a toll or carpool to use the toll/carpool lane. In the summer using the third shoulder lane as a bike lane is a great idea! Who can I talk with more about my tweaked version of the enhanced bus service with a dedicated shoulder/third lane? Thanks	Scot Chipman	Email
34	Who rides the bus? Give up on the bus plan. The gondola would be great. BUT what about closing uphill traffic for an hour at 4:30 and letting downhill traffic use both lanes. ALSO make the ski resorts have staggered start and end times. Leave one lift open until 5:30pm. Thank you, Alta season pass holder	Arlo Marsh Poulson	Website
35	I wonder if eliminating locals parking at the resorts would be an option. IE, you can only park there if you have a hotel room or are an employee. Everyone else has to take the bus. It would make riding the bus for 30min or so much much more enjoyable because it wouldn't be stuck in traffic. If the option is sit in my car for multiple hours or stand in the bus for multiple hours, I'm going to drive my car. There would obviously have to be a major upgrade in parking infrastructure in the valley. On huge location could be Granite Materials. How long do they plan on quarrying that location?	Michael Krellner	Website
36	I support the gondola. However, there needs to be enough parking to accommodate the number of cars to encourage people to take the gondola.	Todd Hess	Website
37	A Gondola? Is this April Fool's Day???	Elizabeth Sweat	Website
38	Use more UTA buses. DO NOT widen the roads or ruin the canyon with a gondola.	Martina Conner	Website
39	I absolutely live the idea of a gondola or if there was something could be developed similar to Trax that would be amazing. Thank you for looking into this issue. It is definitely an issue that needs to be addressed.	Cami Talamantes	Website
40	When would the construction start and how long would it take?	Stanley Wheatley	Website
41	The only alternative that makes any sense is to charge a huge fee for parking private vehicles up at the resort, \$100 ?? \$200 ? 500? Whatever it takes to get people out of their car and onto the bus. Then all of those fees need to go to UDOT To pay for more buses. During the morning hours, there will only be uphill traffic allowed. Private vehicles going very slowly in the right-hand lane and the buses in an express lane on the left side. there is no need to acquire land and build more parking lots.the county is full of business parking lots that are empty on Saturdays and Sundays when the bulk of the traffic happens. Contract with these business parks to be ski bus staging areas	Kyle Williams	Website
42	Gondola is the way to go. This would actually be a tourist attraction in itself - would probably pay for itself - could charge significant \$\$ to ride this just for the ride itself!!!	David Frisby	Website
43	Short term, the bus solution would work (although there have been a number of bus slide offs in recent years). Long term, I think the gondola is both the coolest and most effective approach.	Harrison Piper	Website
44	Continuous 8 person Gondolas, just like the ones at the Canyons Resort. This way there would be no waiting in line. A 35 person Gondola would be too slow and long waits. You would have continuous movement versus a single tram like Gondola.	Travis Mills	Website
45	Out of the three proposals, I'm most interested in the gondola. A quiet scenic ride up the canyon would be an experience in itself. A gondola has a somewhat small footprint, which is favorable for preserving our canyon.	Chelsey Carhart	Website
46	Remember that many of us use little cottonwood canyon for hiking more than for skiing. Please take our needs into consideration as well in this study.	Vincent Knight	Website
47	More parking !!! More busses, no Disney gondola.	Anthony Martinez	Website
48	I love the idea of a gondola and getting cars off the roads. This has been a great option in many European ski areas.	Matthew Gale	Website
49	I didn't see any parking lot options for those of us coming from north of the mouth of little cottonwood canyon. Does this mean we would have to drive further south to 72nd or 94th to park and take the bus? Sounds a bit roundabout and out of the way. More gas more emissions	Susan Horvath	Website
50	I think the best alternative is to put in a monorail in each direction. 1. it would be less damaging to area. 2. it would move more people per hour and have the ability to expand for future growth. 3 it would be faster and safer in the winter than even a gondola. 4 because it is elevated it would be able to go over the road where necessary and be less prone to avalanches shutting it down or snow depths from having an affect.	LaMarr Taylor	Website
51	Free, every 5 minute bus service; make BCC and LCC toll roads; piloting parking fees at White Pine, Mill B and D; SNOW SHEDS in LCC would help for winter and summer " avalanches"; parking lot at mouth of canyons with a bus depot; make a daily playlist to be streamed on the buses; dedicated bus line with barrier to prevent cars from entering the lane.	Peg Kramer	Website
52	I'm sure this is a waste of time and these comments will be disregarded but as a home owner who lives by the canyon I didn't pay a premium price for my home to live next to a highway. Develop a light rail or a gondola or even two more bus only lanes in the canyon but don't take peoples homes and ruin our area with pollution and noise. Hopefully if this is approved enough of us are willing to file a joint lawsuit for causing our property values to decrease.	Tyson Howard	Website
53	I have often wondered why there has been no discussion of an elevated rail system discussions for all the canyons. Parley's, Big and Little Cottonwood canyons. Parley's could be located in the current median strip. The Cottonwood's could be located just off the current 2 lane traffic roads and since they would be elevated minimize the need for land acquisition. This is for reference. https://ggwash.org/view/67201/why-cities-rarely-build-monorails-explained	Richard Bodkin	Website
54	Enhanced bus service please! I like option one with service every 5 minutes and on a nonstop route to Alta or Snowbird. Anyone in a personal vehicle should pay \$20 per person in the vehicle to deter them. Also there should be a hefty fine for ignoring road restrictions for a vehicle. Thanks for asking.	Andrea Burt	Website
55	I favor a dedicated bus lane and more frequent service rather than building a gondola. Avalanche sheds should be added in areas where road is most frequently closed by control operations. Parking availability should be posted electronically at parking areas in the city and there should be a charge that varies by demand and time of day (i.e. high charge on powder day mornings). The charge should be collected by a meter that people would purchase and have in their vehicles, like toll road charging in the East. No discount for mltiple people in a vehicle as they can share the cost.	Ian Wade	Website
56	I think that you may have missed a very valid and inexpensive alternative. To be blunt, I'm not a fan of the Gondola, Alta and Snowbird currently experience significant lift lines when the canyon is full - 45 minutes or more at times. There's not enough uphill capacity to handle any more people. So how are you going to ensure that you don't create lift lines that are an hour or more in duration? The only good thing about the situation today is that it is self limiting in terms of the amount of people that can be in the canyon at once (due to parking). We can improve the safety of the road with the snow sheds and widening as applicable and that would help the commute for sure. So yes I would support that. You should also consider closing the canyon to downhill traffic on busy days from 7:30 AM until 9:00 AM, and close it to uphill traffic from 3:30 PM until 5 PM, or something like that. At the mouth of LCC the left lane goes to 9400 south and the right lane goes to Wasatch. You would need some traffic signs/lane indicators up the canyon but it's totally doable. Longer-term would be to widen the road and add a lane that could be directional depending upon the time of day - use it for uphill traffic in the morning and for downhill traffic in the afternoon. My main concern is that we do not overwhelm the lift capacity of the areas. As I mentioned, we already are there on busy days, so there has to be a way to limit the number of people in the canyon or the mountain experience will be ruined. Thanks for all of your efforts.	John LaBrie	Website
57	Improving bus service would be helpful and may encourage people to use UTA. As a family with a small child, who skies at Alta, taking the bus has proved extremely inconvenient. We live off Wasatch between the canyons, but thought we would try and be a part of the solution, not the problem. I had my husband drop us at the park and ride lot shortly before the bus arrived. The pick up was ontime and the bus was crowded as expected. With the number of stops the bus had to make at Snowbird, and the excessive time it took for people to get their skis and belongings and get off, it ended up taking us almost an hour to get to the ski school at Alta. The way home was the same process in reverse. Not wanting to give up on UTA, I tried again and it was exactly the same. We were not riding at peak times and on both occasions the traffic in the canyon was not heavy. Perhaps UTA could explore having a dedicated bus for each resort OR only dropping at one location at each resort? We only live 11 miles from Alta and spending an hour sitting on a bus on low traffic days is excessive.	Christine Gore	Website
58	I would like to provide my comments and support of the following: 1. Priority A 1 - GONDOLA OR RAILWAY UP/DOWN LCC. 2. Priority A 2 - TUNNELS OVER AVALANCHE AREAS ALONG ROAD	Gardner Olson	Website
59	The adding more buses option is a non-starter. It creates more air pollution. It also isn't a very pleasant experience riding up a crowded bus in standing room only. Its time for the legislature to treat this world-class canyon with the proper respect and make the experience of travelling up the canyon fun, comfortable and enjoyable. Spend the money and you have a lot of happy campers! and skiers/and boarders.!		
60	Putting in traffic lights (4) between the gravel pit and the mouth of Little Cottonwood (at the entry point where 9400 south meet Little Cottonwood Canyon Road) would be adjustable and control the flow of traffic during the busy season and hours. Also, turning the Big and Little Cottonwood Canyon roads going up into two lanes using cones on the busy ski days (morning only) would increase the flow. They do this in Kauai each morning for the busy commute and it works beautifully.	Allyson Kimball	Website
61	Buses would be a disaster, economically, environmentally and aesthetically. The tram is a much better idea, and proven in Europe. Do the tram!!	SCOTT SABEY	Website
62	A toll is necessary to get fewer people driving personal vehicles. Cost of driving must be higher than the cost of taking the bus or gondola. I strongly support no single occupancy vehicles in the canyon. Wondering what the exact proposal here is for the widening of Wasatch Blvd? I see in the WASATCH BOULEVARD MOBILITY IMPROVEMENTS document: https://littlecottonwoods.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Wasatch_Blvd_FIN_WEB.pdf there are 1 residential and 9 sites impacted. Do you have a map of exactly what that looks like? And how close to other residences backing up to Wasatch? Will there be a sound barrier built? What other residential accommodations are being made for residences backing up to Wasatch?	Nancy Carter	Website
63	The only option here that will work long term is the gondola with widening Wasatch Blvd., along with adding more trailhead parking and making more parking available at the resorts, whether that is along the roadway, in the parking lots or both. Tolling stations are not going to solve the problem and should be eliminated from the options, they will just be a detriment to the locals who should be able to use these canyons. We need to address Big Cottonwood Canyon at the same time though. Even though traffic might not be as bad as LCC at the moment, it will be there soon, and the parking at trailheads and resorts is already a bigger issue than in LCC. Just look at how many times BCC had to be closed last ski season due to parking at both resorts being full. This makes it impossible for those of us with families who grew up skiing and are trying to pass that on to our kids to be able to do so. Tolls will also make this an activity that local families are unable to do in the future.	Brandon Andersen	Website
64	I support alternative #1: enhanced bus service. I agree with the mobility hubs, which will allow canyon users to park and ride. I also support charging substantial tolls for private vehicles. Please do not do alternative #3. Gondolas are unsightly.	Carolyn Clark	Website
65	YES!!! #1: The gondola, with "Mobility Hubs" at "The Gravel Pit" in Cottonwood Heights; U-209/Highland Drive and a TBD hub in Draper. Seasonally increased bus service between a hub & LCC, together with tolling of individual vehicles should be a major congestion/impact reducer. #2: Widen only that portion of Wasatch Blvd. north of the divergence from U-210 at 8600 S. This has been needed for at least a decade to eliminate the wide-to-narrow 'choke points." The 50 mph speed limit must be retained. #3: Build the snowsheds ASAP! Enhance bus service & reduce roadside parking by adding small parking lots where needed & are feasible; introduce tolling. #4: do NOT widen U-210 east of "The vaults."	Tolford Young	Website
66	Please save money & less destruction to our environment by doing the more busses option with out widening roads.	Georgia Clark	Website
67	Th bus hub at Highland & 9400 is a key mobility hub for transport in bus enhancement, bus expansion or gondola the expansion of HWT 209 to the intersection with HWY 210 must be considered equally with the widening of Wasatch Blvd. There are equal traffic delays for people accessing the canyon along this roadway.	David Hackbarth	Website
68	Option #3 (gondolas) make the most sense to me. It requires no more paving of our canyons and would not degrade air quality as buses might. Initial and annual costs are both projected to be less than option #2. They could eventually be extended into Big C.C. and Park City to provide among other benefits, emergency egress. Gondolas are the obvious choice.	Robert W. Cameron	Website
69	I do not want to see the road widened up Little Cottonwood Canyon. I am the most opposed to that option. It would be detrimental to the watershed. It would also harm Utah residents. It would take out parking for hiking, mountain biking, and rock climbing. I would be most in favor of extra buses without widening the road.	Megan Sieverts	Website
70	On each of your alternative summaries. It states that there is a relocation for a home a residential home. I was wondering if I could get that address from you. I will also text you.	Andrea N/A	Phone Comment
71	I am for widening the road for a bus lane. The problem is traffic. Even with a Gondola, people would probably still want to drive. If the busses had an advantage, they would be the preferred option!	Brett Dudash	Website

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72	I love the gondola idea; it is the best solution by far. The Europeans understand and use this concept very very well, and we should learn from them. But your current solution falls short in two areas. First, the addition of the bus ride kills the efficiency of the gondola and lengthens the time to the top of LCC. Also, it increases bus traffic on Wasatch Blvd, something the residents will not enjoy. A far better solution is to get on the gondola at the Mobility Hub, or to move the Mobility Hub--nobody wants or needs to have to transfer twice, from the car to the bus to the gondola. Ideally you pull up in your car, get out, and get on the gondola with the next arrival at your destination. Having to take a bus in addition to the gondola really kills the whole benefit of the gondola. A parking structure (underground?) at the mobility hub allows for ample parking, and perhaps even a place to buy lift tickets, use a restroom, and even maybe some retail space for restaurants or otherwise, helping to offset the cost. Second, there needs to be several more stops along the way for people to get on and off. Hikers and backcountry users will be far more inclined to use the system if it gives them more convenient/frequent drops. The gondola solution is used brilliantly this way all over Europe. Eliminate the bus and increase the parking and the stops, even by one or two, and you will have an amazing world-class system. FYI for a great example, see how they do it in Courmayeur, Italy, near Chamonix, France. They have a large, discrete parking structure that you pull into. You get on an elevator and take it to the main level where you buy your ticket and then get on the gondola that takes you to the base of the ski mountain. Voila. You are skiing. Seamless, even kind of fun. Thanks for listening! You are on the right track.	Geoffrey Crockett	Website
73	After reviewing the 3 options I feel that the gondola is the best choice for the following reasons: 1-The gondola can be electric which means it could run on renewables and improve our air quality. 2- The gondola would be a better experience than a bus. Easier to get on and off. 3- Busses would have more of a chance to be stuck in traffic. 4- Snow bridges would have more of a visual impact than gondola towers. 5- The towers would have less environmental impact than snow bridges and expanded highways.	Harold Young	Website
74	Sorry, one final addition to my previous comment. Part of this solution to go gondola only (no bus) could be accomplished by taking a more direct route via gondola up and over the mountains from the mobility hub. Nothing says you have to follow Wasatch Boulevard with the gondola. It can go straight up from the base of BCC and disappear over the top in a more direct route to the top of LCC, keeping in mind the additional stops. This would also provide an option for accessing BCC in the future should this become a necessity as well. Best to you all.	Geoffrey Crockett	Website
75	I live in the Pepperwood Subdivision and often use Wasatch Blvd. to travel to work in downtown SLC. Traffic into the Canyon often makes my commute much longer than it should. I very much favor use of a gondola system to expedite moving skiers. I do not favor widening the road (with or without snow sheds) or creating a constant stream of buses up and down the Canyon. I believe the gondola system will also reduce vehicle emissions that impact our neighborhood.	David Bird	Website
76	My husband and I are long-time Alta skiers and pass holders. We think the bus with a dedicated bus lane is the best option, combined with Avy shelters and tolling for private vehicles at the mouth of the canyon to help fund the bus service.	Dolly Peach	Website
77	one of the draft alternatives that I like is the Gondola alternative because it will take traffic off of the road especially during ski season and tourist season, because traffic backs up on Little Cottonwood Canyon during ski season and tourist season.	Jackson Hurst	Website
78	Why was dual-mode rejected?	Dave Brough	Email
79	I believe the way forward to ease congestion in the cottonwood canyons is more park n ride space on wasatch blvd as well as buses that run to specific resorts (Brighton bus, Alta bus, solitude bus, snowbird bus). I oppose a gondola / tram, I am very concerned how that might affect our limited backcountry space. It's important that we preserve the undeveloped portions of our canyons. We have enough lifts. Expanding the road for a bus line might be a better option.	Ran Yehushua	
80	I think all 3 are legit and viable options. My major concern is public access to the wilderness and backcountry. Any of these that would make it difficult to access ANY of the current routes in both winter and summer, including Lisa Falls, Tanners, Maybird, Little Pine, White Pine, Flagstaff, are a 100% non-starter for me. My preference would be to add buses, force the resorts to have their guests use buses when their parking is full, don't allow resort users to park in trailhead parking. I'm all for a toll that would cover both BCC/LCC and/or BCC/LCC/MC that is paid yearly, on the order of ~\$100 per vehicle, ONLY if it gives them more convenient/frequent drops. The gondola solution is used brilliantly this way all over Europe. Eliminate the bus and increase the parking and the stops, even by one or two, and you will have an amazing world-class system. FYI for a great example, see how they do it in Courmayeur, Italy, near Chamonix, France. They have a large, discrete parking structure that you pull into. You get on an elevator and take it to the main level where you buy your ticket and then get on the gondola that takes you to the base of the ski mountain. Voila. You are skiing. Seamless, even kind of fun. Thanks for listening! You are on the right track.	Mitchell Frankel	Website
81	Option 1 but with separate lines direct to snowbird or alta. Would save significant time and encourage way more people to ride. The #1 reason people don't take the bus to alta is because it stops 3 times at snowbird and adds 15-20min to the trip. Also maybe bus priority lane on Wasatch Blvd for backed up mornings, nothing would encourage people to ride the bus more than watching it skip the red snake. More parking at 6200 S park and ride. Snow sheds in key slide paths	David Baird	Website
82	I have a unique vantage point of having worked midway between the LCC entrance and the ski resorts for 27 years. I've seen what works and what doesn't when UDOT tries to make adjustments with Unified Police in allowing or not allowing cars to line up to access the canyon. I've seen the drastic changes in canyon usage, but I can without a doubt tell you the majority is ski resort visitor related. The vast majority of all canyon traffic in the winter is by far going directly up the canyon to the resorts without any stops. In my mind, that advocates for keeping nearly ALL VEHICLES, that would currently go to the ski resorts... out of the canyon. I believe the gondola would be an innovative and exciting feature that enhances the ski resort experience to these Utah resorts... but NOT without mandating that all ski resort traffic use the ski hubs outside the canyon (some employee exceptions allowed). There is no reason to allow 2499 cars to cause traffic and emit pollution within the canyon when those vehicles never stop within the canyon at all. They drive straight through to their final destination: the parking lots. If all 3300 people were mandated to take the bus/gondola from the hubs at 9800 S. Highland or the proposed Gravel Pit site, AND paid for that bus/gondola ticket, the costs of those improvements could/should be born by those users. This would alleviate any need for extra buses within the canyon, widening the LCC roadway, or building terribly expensive snow sheds. This solution allows for a greater & unique enjoyment to skiers of the entire length of the canyon, reduces vehicle fuel usage, and far reduces the congestion in the canyon. Also, I want to advocate for improvements at the Gate Buttriss & White Pine areas. These areas can support a larger population of visitors and should be expanded. The Bridge & Lisa Falls Trailheads should be left as they are today to reduce over-development and visitor-sprawl within the pristine canyon and watershed.	Mike Goodfellow	Website
83	I favor the gondola for two reasons: 1) it is the only mode that addresses the egress issue for canyon residents and 2) it could enhance our ski industry (Park City-Brighton-Alta), which is in competition with other states. This=jobs. I am a big proponent of the gondola. A similar approach has done wonders for Telluride and other ski resorts. Not only does it minimize fossil fuel use and pollution, but many people (especially younger ones) find it to be an attraction in and of itself. It's a comfortable ride with great views, and people don't get frustrated with the time involved as they would in a bus. It gets everyone into the mood for skiing in the great outdoors, the way no bus or car can. I recommend the following: (1). Ample parking at Gondola Base. There should be ample parking provided at the gondola base station. I live south of 210. The population south of 210 has been growing significantly in recent years and is likely to outpace population growth north of 210. (The attraction of Silicon Slopes that has brought many high tech companies to Utah is focused on Snowbird and Alta. Many of these companies and their employees live in the southern part of Salt Lake County and in Utah County. I do not, and will not, drive to the mobility hub station 2-3 miles north of LCC. I would gladly drive to the gondola base station, if I could park there, and take the gondola to Alta, rather than drive there as I do now. But I will not drive north to go back south in a bus. This, I believe, will hold true for all those who live south of LCC. Expanded parking at the entrance to LCC by the gondola base is a must. (2). Eliminate angle station. Is there a way to eliminate the angle station by installing the gondola somewhat uphill of the road so that there is a straight shot from the base station to the Snowbird station? This would eliminate having an expensive angle station where gondola cars would have to detach from one cable and re-attach onto the next cable. It would also save time and maintenance. (3). Continue Gondola to Mobility Hub. If the gondola line was extended along Wasatch Blvd. to the Mobility Hub, there could be several advantages that would result in cost savings. These include: (a) Eliminate the need to widen Wasatch Blvd. (b) eliminate the need to provide a priority bus lane, (c) reduce the number of buses needed for transport, (d) reduce fossil fuel consumption and pollution, (e) increase the unique feature of gondola transport, (f) preserve the pristine nature of LCC, Alta and Snowbird. I would imagine that the incremental cost of extending the gondola to the Mobility Hub would not be dramatic, and would be somewhat offset by the above considerations. During busy times, empty gondolas could be periodically sent from the Mobility Hub to the current gondola base to allow skiers to board there. (4) Free or Charge? The gondola transport service could be provided free to everyone, as is currently done at Telluride. That is a big inducement for people to not drive to the resort. Alternatively, the gondola could be free to season pass holders and \$1.00 to everyone else, as bus service is now. A third option is to leave it free and ask for contributions at each point (base/Snowbird/Alta) to help defray the cost of operation. Thank you for your consideration, Dan Purjes	Brooklyn Brooke Derr	Website
84	I am a big proponent of the gondola. A similar approach has done wonders for Telluride and other ski resorts. Not only does it minimize fossil fuel use and pollution, but many people (especially younger ones) find it to be an attraction in and of itself. It's a comfortable ride with great views, and people don't get frustrated with the time involved as they would in a bus. It gets everyone into the mood for skiing in the great outdoors, the way no bus or car can. I recommend the following: (1). Ample parking at Gondola Base. There should be ample parking provided at the gondola base station. I live south of 210. The population south of 210 has been growing significantly in recent years and is likely to outpace population growth north of 210. (The attraction of Silicon Slopes that has brought many high tech companies to Utah is focused on Snowbird and Alta. Many of these companies and their employees live in the southern part of Salt Lake County and in Utah County. I do not, and will not, drive to the mobility hub station 2-3 miles north of LCC. I would gladly drive to the gondola base station, if I could park there, and take the gondola to Alta, rather than drive there as I do now. But I will not drive north to go back south in a bus. This, I believe, will hold true for all those who live south of LCC. Expanded parking at the entrance to LCC by the gondola base is a must. (2). Eliminate angle station. Is there a way to eliminate the angle station by installing the gondola somewhat uphill of the road so that there is a straight shot from the base station to the Snowbird station? This would eliminate having an expensive angle station where gondola cars would have to detach from one cable and re-attach onto the next cable. It would also save time and maintenance. (3). Continue Gondola to Mobility Hub. If the gondola line was extended along Wasatch Blvd. to the Mobility Hub, there could be several advantages that would result in cost savings. These include: (a) Eliminate the need to widen Wasatch Blvd. (b) eliminate the need to provide a priority bus lane, (c) reduce the number of buses needed for transport, (d) reduce fossil fuel consumption and pollution, (e) increase the unique feature of gondola transport, (f) preserve the pristine nature of LCC, Alta and Snowbird. I would imagine that the incremental cost of extending the gondola to the Mobility Hub would not be dramatic, and would be somewhat offset by the above considerations. During busy times, empty gondolas could be periodically sent from the Mobility Hub to the current gondola base to allow skiers to board there. (4) Free or Charge? The gondola transport service could be provided free to everyone, as is currently done at Telluride. That is a big inducement for people to not drive to the resort. Alternatively, the gondola could be free to season pass holders and \$1.00 to everyone else, as bus service is now. A third option is to leave it free and ask for contributions at each point (base/Snowbird/Alta) to help defray the cost of operation. Thank you for your consideration, Dan Purjes	Dan Purjes	Website
85	The plan will create more traffic volume from the Transportation Hub south on Wasatch Boulevard to the mouth of Little Cottonwood Canyon and on up to Snowbird and Alta ski resorts. How will the residents of neighborhoods adjacent to Wasatch Boulevard get in and out of their respective neighborhoods? For example the only entrance/exit into Tree Farm Estates is via 8350 South. Does the Plan include a stoplight at the intersection of Wasatch Boulevard and 8350 South? Did the planners consider the vacant Shopko property located on 9400 South as a potential mobility hub in addition to the current hub across the street on the south side of 9400 South (next to Walgreens)? Is this plan compatible with a plan for Big Cottonwood Canyon? Was a "light rail" option evaluated for either Big or Little Cottonwood Canyon?	Kenneth Petersen	Website
86	I realize there is no perfect solution. Currently, I prefer the Gondola option and restricting vehicles up the canyon. The Gondola should be solar powered electric. Hello, My name is Dan Purjes. I have a home on Wasatch Blvd. south of 210. I am very much in favor of the gondola alternative. It has done wonders for Telluride and other ski resorts. It eliminates fossil fuel usage and pollution in LCC by those who use gondolas rather than buses or cars. It is also a fun and wonderful way to get into the mood of skiing and nature. Questions: 1. Could the gondola be extended to the Mobility Hub on Wasatch Blvd.? This would further reduce fossil fuels and pollution. It would eliminate the need to widen Wasatch Blvd. and provide a priority bus lane. It would have many other advantages, including that of being a major tourist attraction in and of itself. 2. Could a parking lot be provided at the current gondola base for those who live south of 210? Those people will not drive north to the Mobility Hub to then take a bus south to the gondola base. 3. Can the gondola be built slightly uphill of 210 to provide a straight shot between the gondola base and the Snowbird base, thus eliminating the angle station in between? This would save considerable expense and also transport time. Thanks, Dan Purjes	Kevin King	Website
87	I realize there is no perfect solution. Currently, I prefer the Gondola option and restricting vehicles up the canyon. The Gondola should be solar powered electric. Hello, My name is Dan Purjes. I have a home on Wasatch Blvd. south of 210. I am very much in favor of the gondola alternative. It has done wonders for Telluride and other ski resorts. It eliminates fossil fuel usage and pollution in LCC by those who use gondolas rather than buses or cars. It is also a fun and wonderful way to get into the mood of skiing and nature. Questions: 1. Could the gondola be extended to the Mobility Hub on Wasatch Blvd.? This would further reduce fossil fuels and pollution. It would eliminate the need to widen Wasatch Blvd. and provide a priority bus lane. It would have many other advantages, including that of being a major tourist attraction in and of itself. 2. Could a parking lot be provided at the current gondola base for those who live south of 210? Those people will not drive north to the Mobility Hub to then take a bus south to the gondola base. 3. Can the gondola be built slightly uphill of 210 to provide a straight shot between the gondola base and the Snowbird base, thus eliminating the angle station in between? This would save considerable expense and also transport time. Thanks, Dan Purjes	Dan Purjes	Email
88	Enhanced buses + designated bus lane would be the best alternative plan.	Nathan Ramsay	Website
89	I would support a Gondola as my first preference with parking at the gravel pit or at the base of LCC. My issue with any and all of these alternatives that limit vehicles in the canyon (that are not employees or residents) is dealing with the early and late use cases. I often ski in LCC starting at 4am to be at work by 8 or shoot up for evening skiing in the spring. I don't believe I saw either of those (common) things addressed.	Arthur Debowski	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
90	build a solar power tram- using the old mining ore cart trail- straight up and back Euro style...	fish Bartlett	Website
91	Gondola	Howarth Boyle	Website
92	All the talk is about transportation. The canyons/resorts can only handle so many people. Quality of experience is being ignored. A gondola is not the best option—still avalanche issues, impact on the canyon, no way to get off unless you want to ski—not everyone does. Where would people park to ride it. Better parking, more busses, do like they do in Oregon and require a parking pass to park at the resorts, fine and/or impound cars that don't have the pass and park illegally. Just don't wait until the last minute to inform people, of The Pass requirements. The pass is less than \$75.00.	Karen Meredith	Website
93	It seems to me that the cost/benefit ratio of big infrastructure changes like gondolas and roads is unfavorable. Large expenditures will likely produce only marginal benefits. As well, charging users is not likely to reduce traffic significantly, and simply adds another tax to users who already pay federal taxes to fund the forest service. I believe the real solution lies in simply limiting access to the canyons. This could be done in various ways, but in essence, each person/household might get 'X' days per week/month in the canyons. The days might or might not be made transferable. I can't speak for anyone else, but 1 day per week in the canyons would be adequate for me. Priority should be given to locals over non-residents. There are a lot of things to work out with an access plan, but I believe it could be done. This would be much less expensive than infrastructure, and could possibly be handled with an app and access gates.	Pete Malen	Website
94	Hey! I will make this short and sweet. I really think there should be some parking at the base of the gondola? Why not a few hundred spots there? I really don't like the idea of parking somewhere, and then taking the bus. Give some spots to people who are there early.	Ryan King	Website
95	Please build a gondola with multiple stops a long way for ease of access to different parts of the canyon. I'd buy a season pass or pay by the ride. If you have any left over revenue send it on down the backside to Midway. I could then ride up and over and then take a train to the Airport. It would remove thousands of cars from the roads around the Wasatch Range!	Bryan Silvey	Website
	Thanks Bryan		
96	I am in favor of the gondola plan. This is absolutely the way to alleviate vehicle numbers.	Eric Reische	Website
97	I support the gondola option. The impact on other user groups by roadway widening is unacceptable.	Michael Stearns	Website
98	I do like the bus lane and extended bus ideas. Having ridden the ski bus frequently, I can tell you it is usually packed full to standing room only and the park and rides are also full to capacity. While a gondola is a novel idea in concept, I think one avalanche could bring down the tram for the season. As unlikely as this event might be, this is Utah... expect the unexpected. My 2 cents.	Daytona Sands	Website
99	Start with option 1 while option 3 is being built. More cars isn't going to help. You'll need to figure out the parking at the bottom though.	Kristen Haungs	Website
100	The ideas I support most are increased buses and a dedicated bus lane. I feel that these would be the most effective in our state. While I love the idea of a gondola (and I've lived in Portland so I have experience with them), I'm concerned about two things. First, the cost. Winter sports are such a tourist attraction, we locals can barely afford our lift pass for the season, how much extra would a gondola pass be? If it was made affordable, or tied in to a bus pass, the homeless would overtake it as they have every other form of public transportation. Trax is known as a mobile homeless shelter, and everyone knows to be careful where you sit on a bus. The advantage of riding the ski bus is you're already wearing waterproof pants in case you were to sit in the urine of a previous patron.	Elizabeth Sands	Website
101	Road widening with added bus service seems to make the most sense. It additionally addresses additional space for road bikers. Further it scars the landscape much less than a gondola. I believe its best to consider the year round recreation in LCC and not just winter. The gondola serves no purpose in the summer, however road widening benefits all seasons. Thank you! Hello Josh,	Kyle Ticotin	Website
	This is one massive report, a Herculean effort behind it to be sure. Congratulations on getting this milestone online today.		
	Now, to pour over it all thoroughly with a particularly eye to what you are proposing for the Wasatch Blvd expansion as it fits in with our community needs and WFRC's Vision 2050 regional transit plans for getting southeastern SL Valley commuters (East Sandy and East Draper) into Research Park/U of U/downtown SLC. Save Not Pave still sees those commuters best served utilizing Highland Drive or 1300 East arteries.		
102	Why not BRT north/south on Highland Drive. If bridging Dimple Dell to complete Highland Drive between 11600 South and 9800 South is being stalled due to cost or whatever other pushback, why not run that leg as strictly a commuter BRT access bridge only? East Draper and South Sandy residents could collect at a southerly terminus at 11600 South (Wasatch Blvd) and be speedily delivered straight north over Dimple Dell. They'd continue north on BRT skirting Highland Drive and step off at the northern terminus proximal to U of U, Research Park and just to the east of downtown SLC? Commuters would take transit if it was rapid and direct. We want to be supportive as you bridge what we see as a long standing "UDOT/UTA divide". Save Not Pave would like to see the incorporation of a UDOT "improve not expand" road design mentality with more vibrant and improved UTA transit.	Ellen Birrell	Email
	The LCC Preferred Alternatives report lacks focus on advanced technology to direct commuters and skiers alike to best availability at park and rides/parking lots, transit, and driving routes yielding smarter, more efficient mobility and cleaner air.		
103	I feel that the gondola project is the safest and most economically viable option for a long term solution. I personally find the buses slow and uncomfortable but I would be much more comfortable riding a gondola up the canyon instead of driving.	Ryan Sallee	Website
	I propose you have 3 lanes of traffic in total. 2 lanes going up and one going down the canyon in the AM until noon. At noon switch to two lanes coming down the canyon and one going up. Flip again at midnight. This is a common resolution to traffic issues.		
104	https://en.m.wikipedia.org/wiki/Reversible_lane https://www.citylab.com/solutions/2015/03/its-time-to-reverse-our-thinking-on-reversible-lanes/388207/	Dylan Kielcheski	Website
105	Could a stop be added at the White Pine Trailhead for the gondola or express buses? This is an exceedingly popular destination in both the summer and winter and parking regularly extends for a long distance away from the trailhead on the road. Adding a stop here would make it so much easier for backcountry snowshoers and hikers such as myself to access the area without a car.	Anonymous Salt Lake Resident	Website
106	I am in full support for enhanced bussing and the gondola. I feel that it makes the most logistical sense overall. We will no longer depend on UDOT to get up the canyon plus it will be much better for our clean air!	Caleb Rio-Anderson	Website
107	I vote for the gondola because it would help reduce air pollution significantly as well as congestion! I also think it would be kind of a cool novelty- how many people can say they take the gondola up from town to their home ski resort?? I'm not sure if this would also allow for transportation even avalanche risk, but it would prevent road slides from jamming up the canyon in heavy snow, too.	Sara LoTempio	Website
108	Gondola!!	Courtney Linden	Website
109	I love option #2; enhanced bus with road widening. This option would hopefully encourage an increased use of public transit in the winter, and offer a protected and safe way for cyclist/pedestrians to travel up/down the canyon in the summer. With the current CoVID pandemic and the need for social distancing, a gondola is not a good choice. A gondola would also adversely affect the natural beauty of the rugged skyline of Little Cottonwood Canyon.	THERESA SOFARELLI	
110	I think that the option number one, enhanced bus service, makes the most sense. Lower cost, least environmental impact, still maintaining adequate people transportation numbers.	Steve Hunt	Website
111	The gondola seems like the most environmental friendly option with similar capacity to the other options. I support the gondola.	Brett Michaels	Website
112	I am disappointed to see these proposals leading with more buses, people who don't take them now won't take them even if there are more. Widening the road is a travesty and the environmental implications do not seem worth the trade especially for little additional capacity. The only option that seems semi-viable is the gondola. All proposals seem to be lacking the parking and at resort support to limit driving. If you have a family you must bring additional gear and with little convenient storage the bus just isn't viable.	Heather Van Vranken	Website
113	Whatever you choose to do, the ski resorts MUST be required to pay for the expenses. Snowbird and Alta derive enormous profits from the Wasatch Mountains, and much of the congestion, traffic, and headache in Little Cottonwood Canyon today is fundamentally their fault. They have spent millions of dollars in marketing to attract tourists, they sell too many season passes and too many day tickets, and have done almost nothing to reduce traffic congestion. Snowbird and Alta must be required to be part of the solution to the headaches in Little Cottonwood Canyon, and they MUST pay for those expenses.	Sam Scholes	Website
114	I'm all in favor of the Gondola. Seems to be the lowest environmental impact in the long term. Could eventually be run on solar and battery. I don't support widening the road or additional vehicle traffic.	Jesse Wheeler	Website
115	The key to any plan working is adequate parking near the mouth of the canyon. I think making a massive parking structure at the base of bcc in the south edge of the gravel pit would work. Otherwise the gondola is my favorite because it would be amazing for summer as well and wouldn't be subject to shut down for auto accidents.	Ryan Kapes	Website
116	I do not support the widening of the road to create a sole lane for buses, this will have a negative impact on many of the beautiful trails my family enjoys.	Nicole Holloway	Website
117	I believe that a gondola would be a blight in the canyon. Busses are a reliable alternative and if a bus only lane was added would be an ideal solution to the crowding problems. I also favor the implementation of a toll similar to that in millcreek canyon.	Stephen Peterson	Website
118	As a community member and avid snowboarder, I believe the gondolas would be best for LCC.	Lauren Cabrera	Website
119	I love the idea of a LCC Gondola. Our family of 6 skis several times a week at Alta. Using the bus is very hard and a lot of work for a family with little kids. When we ski at Deer Valley we chose to access the resort via the Gondola near Jordanelle. The Gondola is easy for all ages and is something that I feel most residents would use over the bus.	Elizabeth Shakespear	Website
	Hello Josh, I hope you are the right person to be contacted regarding Cottonwood Canyons development proposals and discussions. Please see my correspondence with the Boring Company below. They are the only innovative tunneling company who can provide inexpensive but effective solution for \$10 million a mile. Tunnels could be a perfect transportation and emergency escape solution that is safe from wildfires, avalanches or any surface emergencies. Because they are inside they are not affecting beauty AND the wildlife of the Canyons. They have huge throughput and are the safest from earthquake events. Other proposals (like gondola or rail or extra road) are not viable, more expensive and not effective. I have Masters degree in transportation engineering and understand this issue well. Please keep me in the loop of the conversation. Best Regards, Leo Balitskiy		
120		Leo Balitskiy	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
121	I do not believe in widening the road! I grew up in the mouth of the canyon and have enjoyed the beauty and sacredness of the area from a young age. I spent the winters as a teen riding the bus up the canyon almost everyday. I understand that the canyon is busy, especially in the winter, BUT don't ruin the ease of access to enjoy the canyon the rest of the year! I can get behind the alternative plans, but NOT the ones that will leave a huge footprint forever. Please do not do the gondola. It will ruin Backcountry skiing access in the canyon.	Whitney Salsbury	Website
122	The other 2 options I think are fair with making the roads wider. Please think about Backcountry skiers as well. People are proposing no cars with less than 3 people. This heavily impacts Backcountry skiers and locals that buy a pass and ski 2 hours on powder days. These people are not part of the traffic problem. They are out of the canyon by 10:30 am most days.	Don Freeman	Website
123	It is too soon to decide this. Everyone is recovering, we hope, from the pandemic. What will economics and technology and our climate, earthquake activity, and watershed look like in a year? It is a joke that this is being sold to local residents as a measure for 2050 when we cannot predict 3 months ahead. We can be sure that anything we do now will be old, tired, and out of date in 2050. Maybe paid for? A monument to crony capitalism and pro-incumbent gerrymandering. In a year there might be such a thing as a driverless electric car that can follow a magnetized strip embedded smoothly in the existing road. UTA's last mile service might be perfected. Maybe with detector/communication ability for earth shaking or sliding. *****Just saying no. None of the above. ***** Instead, a temporary plan for this fiscal year. Put out some police protection and traffic control. Cap the numbers of cars let in the Canyon. Give residents stickers for their cars, and facilitate their movements around daily living. Post electronic signs giving status well before the cars pull into the neighborhood road. Reduce the speed limit back to 35 mph--realistic for skiers favorite bizzard conditions, and for the families who live in the two lane residential country road leading from Fort Union to Little Cottonwood Canyon Road. Paint some cross walks, stop signs where residents have to come and go from the trapped neighborhood along the road to school, work, the grocery store, church, elder and child care. There is a strong community feeling, that just doesn't understand that this is back again. Finally, enforce the idling ordinance. The pollution off the long line of gridlocked cars is staggering. I read somewhere in a past UDOT proposal that a single car idling for an hour puts of as much pollution as 280 cars passing the point in an hour. It threatens me in my house and heads on up the mountain, dropping black particles on the snow pack, affecting the rate of melt. Those cars need to be limited in number, and directed to off-road parking so the drivers can get warm and go to the bathroom. No wonder they don't carpool if they might have to open the two passenger doors and relieve themselves roadside. And no electric cars will go where they could be held up until they run out. Little Cottonwood Canyon has been presented to the Federal DOT as a blighted and unsafe area deserving of massive emergency funding for health and safety. It really is a beautiful area of nature loving neighbors with homes built by the greatest generation and baby boomers near a unique ski resort. We were in the county and most homes were built with ski apartments in them. Really, what mother in law needs 3 bedrooms, a fireplace, separate laundry, and entrance so private and separate it is completely out of sight? This is not for a big family with teenagers downstairs, or grandna. I took it for an in-law apartment and thought it was unique when I bought it. And was excited to buy such a great house high off the valley floor with beautiful views, because I was born with severe birth defects and birth injuries. My parents were told not to plan on taking me home from the hospital because I was going to live about 3 days. They took me home, and I lived. I was a lawyer coming back from Oktoberfest at Snowbird with a friend when we saw a sign pointing to the open house. I thought it would be fun to check it out--but fell in love with the house and its beautiful views--plus separate, on site accommodations in case I needed live in help as I aged. That was in 1994. I was never steady enough on my feet to ski, but I was forced into early retirement. I haven't walked at all in about 7 years and need a lot of help. I am very attached to my home and neighbors, and would like an official let's wait, because there are so many needs right now. This is not going to get going this year anyway. Please email me a copy of my comment.	Lee Walker	Website
124	Please do not widen the road for a dedicated bus lane!	Callie Neubert	Website
125	bussing doesnt work, it might on paper, but the bus is a rich/poor solution. Wealthy people dont ride the bus. i believe you should look for a solution that is good for both sides. again, wealthy people do not ride the bus	Timothy murphy	Website
126	Gondola is the way to go. Especially now, people are not going to want to take a bus.	Leonard Sperber	Website
127	Please do the extra bus service, without widening the road.	Tamara Renko	Website
128	Enhanced bus service is my preferred alternative. Vehicular traffic (single occupant vehicles especially) going to the ski resorts should have strict limits. Back-country users should be accomodated.	James Kucera	Website
129	Start with option 1 while option 3 is being built. More cars isn't going to help. You'll need to figure out the parking at the bottom though.	Kristen Haungs	Website
130	Please do NOT widen the road! This will do more harm than good. For the MANY of us who enjoy hiking and biking, this will kill our opportunity to enjoy such a beautiful area of Utah. Also affecting the water table and environment. It also seems like a very selfish option for ski resorts and that is NOT the only thing in this canyon!	Christy Madsen	Website
131	Enhanced bus but no widening the shoulder. Less impact on the canyon and the environment	Amanda Best	Website
132	I've thought the gondola idea would work well for years now. As a skier at snowbird, I would use the gondola. I never use the bus and often drove up alone.	James Sherman	Website
133	Gondola please.	Jason Booth	Website
134	I think of the three options proposed, though the most expensive, the wider road with the bus only lane is the best long term solution. Not only will it incentivize people to take the busses (whereas I don't think just increasing the bus count will...) it will allow for bike recreational use in the summer making the solution benefit more than just skiers, and will benefit all seasons. That being said, regardless of what solution is chosen, I don't think any address the issue of getting to the canyon in the first place (half the battle) more parking would need to be created at the mouth of the canyon and park and rides to better allow for usage of busses. Frequently I haven't used the bus b/c I know I won't be able to get a parking spot at the parking lot.	Mallory Reese	Website
135	Is the Gondola option the "cleanest environmental" option? If so, lets go with the Gondola!	Joel Cohen	Website
136	The Gondola option is my favorite because it's infrastructure is lower compared to widening the road, gets people up the canyon fast and would be a great alternative to a toll or forcing more and more vehicles up the road in snowy conditions, even summertime would be improved by the sites, Snowbird and Alta would become even more world renowned setting the stage in my opinion the best way	Jeffrey Alan Larson	Website
137	I like the gondola option.	Scotty John	Website
138	I support the idea of a gondola. I would hope that it is also available for use in the summer.	Nathan Willson	Website
139	Please widen Little Cottonwood Canyon road with a bus lane! That will give people the incentive to actually use the bus! It will cut down on car traffic, pollution, accidents and time! Building a gondola ? will ruin the beautiful aesthetic of our beloved canyon. Please don't do that. Widen the road but only for busses! This is a GREAT idea. Thank you.	Dan Reese	Website
140	Based on the options given, I choose option 3. - Restricting and policing traffic to only local residents and buses will reduce congestion, especially during peak hours. Strategic bus stops will allow access to trail heads. - Tolls for vehicles should be significantly higher than the price of taking the gondola. - Solar-equipped gondolas will curb operating costs.	Tracey Collier	Website
141	Gondola seems to be the best option in regard to the combined capital and O&M costs, plus it would limit the amount of road widening and environmental impacts. It would be great to see Salt Lake City on the global map for innovative transportation options, such as a gondola to nearby ski resorts!	Kayla Kinkead	Website
142	The gondola seems like it would serve all canyon users including skiers and bikers. The gondola ride would be an attraction itself. Impacts to the environment would be minimal, especially once it was up and running.	Amy Kopischke	Website
143	The Gondola alternative is clearly the best, but I think you should have a 4th alternative: Demolish all the McMansions at the mouth of Little Cottonwood and make the parking lot right there. No bus transfers!	Jake Vandenberghe	Website
144	Enhanced buses but enforcement of cars that must contain 4 people on Saturdays and Sundays and avy delay days. Less than 4 people would be a \$20 charge to fund all of the bussing and road improvements. Major growth of parking areas for bus pickup needed, they are full already.	Dina Freedman	Website
145	Please put in a gondola or an express tram. That would be ideal.	Julie Swensen	Website
146	I spend a lot of time both summer and winter in LCC. The gondola suggestion to me makes the most sense. Getting a majority of traffic off the road and up the canyon with a vehicle will make the canyon more accessible and safe for recreation.	karsten bench	Website
147	I prefer the alternative that provides for increased bus service with transportation hubs without widening the highway in the canyon. I believe this will effectively reduce canyon traffic, while minimizing environmental and visual impact. For this system to work, the buses should be free or very low cost, to incentivize people to ride them rather than driving. Any tolls considered should also incentivize car pooling with reduced fare for high occupancy vehicles. I also think it is very important that buses be able to stop on request at all trail heads for backcountry users. Otherwise backcountry users would be forced to drive and pay the toll, without the option of taking the bus instead	Brett Carroll	Website
148	To whom it may concern, Please take this email as an "upvote" for the gondola strategy. Not only will this option be a cleaner solution in terms of operating emissions, it will double as a tourist attraction if marketed during off-season months. Also, it can be retrofitted at a later date if need be if there is an opportunity to use advanced technologies (how it is powered). Adding more lanes and more vehicles to the problem is akin to adding more bandages to a wound and not addressing the cut itself	Correy Selden	Email
149	I support a LCC gondola. Even though some days may be slow getting on I think it is a good idea to get more people off the road	Owen Rouse	Website
150	Get a quote from The Boring Company for tunnels from below Little Cottonwood Canyon with stations at Snowbird and Alta. Boring Company EVs with regenerative braking are very efficient for round trips up and down a grade. It's less than 9 miles. Could easily be much less expensive and immune to avalanches and "dumps". Also much faster to implement and a much faster trip as the tunnels can be straight with autonomous vehicle speeds up to 127 mph. It could also continue on to Brighton, Solitude, Park City, and Deer Valley. With spurs to each terminal so through vehicles wouldn't even slow down. 17.5 miles from Sandy, UT > Snowbird > Alta > Solitude/Brighton > Park City > Deer Valley. Undoubtedly could be done in phases. 17.5 miles at even 100 mph is 10.5 minutes! A half hour from SLC International Airport to the tunnel entrance. Imagine less than an hour from flight arrival to all those ski areas, and with no weather related driving hassles! The 12-passenger EVs (being developed for the below project) could even have lift ticket purchasing kiosks on-board.	David Stein	Website
151	The Boring Company is doing twin tunnels from Rancho Cucamongo, CA to the Ontario CA International Airport. 2.8 miles. \$45-60MM, 4 years vs light rail option would have been \$1-1.5 billion and 10 years. As a longtime skier and visitor of the LCC, the time is now for serious change. When looking at the proposed changes the only one that actually will move us into the future is the gondola. For many years I have suggested putting a train up the canyon similar to resorts in the Alps. If that option is off the table the gondola would provide a similar low impact trip to and from base to mtns. Please don't just add another lane or more busses. These ideas are old and won't do much to reduce the traffic pressure on LCC. Thank you.	Kelsey Hoult	Website
152	The Gondola option is the best. My kids would totally love riding the gondola's up with winter time or the summer time. I'm not going to lie, I think it would be fun too. My wife would love riding the gondola up in the fall. The leaves would be beautiful against the granite rocks. Based on the fact sheet it looks like it is the most cost effective option too. I think the gondola would be a great marketing tool for the state, people traveling would love to ride up a canyon length gondola. It would bring a cool nod to European resorts. I road is great, but nobody plans a day trip to a canyon to see a road. I think the gondola by itself would have some drawing power.	Mike Hansen	Email
153	One thing not considered in the arguments for a Gondola is that not only will it be much faster build than road widening but also serve as a Summer attraction for tourists. The impact as a tourist attraction will be huge for Salt Lake City. This will be one of the most spectacular gondola rides in the US.	Anton Huber	Website
154	Toni I think the gondola option makes the most sense for the long term. Any option that involves accommodating more road traffic seems likely to result in traffic congestion and increased travel times as the population increases.	David Motoki	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
155	<p>The current proposed gondola option seems to imply that there would not be a mobility hub option at 9400S and Highland Drive (the option for a mobility hub at 9400S and Highland Drive is specifically stated in both bus options).</p> <p>In my opinion, it is critical to have several mobility hubs for the gondola option to succeed.</p> <p>If people living south of the gravel pit want to use the gondola, the proposed option implies they will need to travel north past the mouth of LCC, only to then take a bus back down south to the gondola base at the mouth of LCC. In addition to increasing traffic on Wasatch Boulevard and I-215, this will greatly inflate the total travel times to the resorts. Having only one mobility hub also would create major traffic issues at peak times, particularly weekend mornings and evenings.</p> <p>I foresee this being a large obstacle for motivating anyone south of LCC to use the gondola, as driving around looking for a parking spot at several Park and Rides in the southern portion of the valley is not a pleasant experience.</p> <p>I believe that having several mobility hubs, particular having both of the proposed options (and more in the future) is a critical factor for both locals and tourists having a positive experience using the gondola, and choosing to continue to use gondola in the future.</p>	Jared Imm	Website
156	<p>Hi,</p> <p>I am very glad that the government is trying to address this issue as it is very big problem during the winter months. I believe that the enhances bus system with the widened roadway is the best option because it gets more people off the road (and therefore in the bus), creates more room to prevent traffic jams, and does not have too big of an effect on the forest around the road. I believe the enhanced bus without the road widening will not be as effective because it will not address the traffic issue as much. I believe the gondola will create a parking issue at the bottom of the canyon and damage the environment both physically and aesthetically. The extra bus lane will address the traffic issues and provide an incentive to ride the buses. Thanks!</p>	Ethan Romer	Email
157	<p>I believe that the gondola would add the best improvement because it would eliminate cars from the road, and could serve as a tourism site for in the summer as well.</p>	Josh Milford	Website
158	<p>Put the Gondola in. This would allow for cost savings in road services, avalanche issues and can also be funded as a visitor attraction service. You should create a main gondola hub at the gravel quarry near BCC (3 x 5 story car lots) and allow skiers to choose to use the big or little gondola. :) gondolas will be the best way to bring guests and skiers up with less environment impact.</p>	Nicholas Vormle	Website
159	<p>Hello there-</p> <p>Given the incredible growth in traffic in LCC / BCC (year-round, but) at its peak during winter, I wholly support the GONDOLA plan, as it is the better of the two options on the table to resolve transportation plans right now in LCC, with the caveat that I have always maintained rail might be the best long term investment, despite its higher upfront costs. As someone who has traveled this way in Europe to ski in Germany, Austria & Switzerland, it just makes more sense to me to invest in a combo of rail / aerial service. Long term, I would like to see the Gondola operate year round as well.</p> <p>I have long been in favor of a ONE WASATCH connection plan, and this is a good first step in that process, as this will not solely solve the issues BCC will still likely have as well, though I understand LCC has more immediate consideration given avalanche closures.</p> <p>I have owned a home at the intersection of 2000 E & 9400 S for 16 years, which makes it walkable to the the 94th S park & ride to grab a bus to the gondola base. While not terribly convenient, it seems like a workable solution, and I would not want to take up a limited parking spot at the base of LCC.</p> <p>There are going to be many residents who live south of 8600 for whom it does not make sense to park at the BCC mobility hub so my concern is that we may not have fully addressed parking for those coming from Sandy, Draper, S. Jordan, Lehi, etc.</p> <p>FWIW, given the large empty parking lots at the now vacated SHOPKO & Fresh Market retail stores in the 2000 E & 9400 S intersection, there is definitely room for overflow from the PNR in the SE corner.</p> <p>One upside, since it is unlikely these large spaces will be replaced by major retail, I could also envision this neighborhood area as growing into a mixed commercial / residential space, acting as a 'base village' if you will, for LCC; becoming a destination in its own right, with retail, restaurants, hotels, (and many homes in this area serve as short term skier rentals) and Sandy City might want to be more involved with the growth potential for this area.</p> <p>Long term, I also have always supported a TRAX rail extension from State St & 9000 S up state road 209 to the base of LCC, which could also serve as a direct link for visitors coming from hotels served by Trax, both downtown and in the 9000 - 106th stretch of the south valley.</p> <p>thank you for the opportunity to submit public input.</p>	Elizabeth Ostrander	Website
160	<p>I feel it must be pointed out that each of these alternatives completely disregards the needs of non alpine skiers. As such they all are a handout to the ski industry, which is instrumental in causing the problem in the first place. Banning non alpine skier parking at Alta completely disregards the needs of back country users. To force these users to take an expensive tram, or even a bus at today's prices, is unfair. Since the traffic problem is largely caused by users of the resorts, all such users should have to take the public transportation and the roadside parking reserved for back country users. Parking at the White Pine trailhead is not addressed. If none of the alternatives involve a stop at this popular trailhead, users will be forced to drive.</p> <p>Of the three alternatives I think the extra bus lane for express buses makes the most sense and would no doubt be cost the user less than taking a tram. Providing that lane as a bike route in summer gives a positive return the year round.</p> <p>Any consideration of adding a fee booth should allow for year round passes like Millcreek and use of the Senior Citizens park pass like American Fork.</p> <p>Thank you for the opportunity to comment on the Draft Alternatives Summary for transportation in Little Cottonwood Canyon. I hope that my comments will help in the decision-making process.</p> <p>The alternatives presented are all good options for the canyon and the needs that the canyon faces. They all have their pros and cons. However, the fundamental issue with transportation in the canyons is the use of personal vehicles to move around the canyon. The fundamental question that needs to be addressed is the following: how do we reduce/eliminate the use of personal vehicles to move around the canyon? I will address that issue first.</p> <p>There are several ideas that I have to help address that issue. By themselves, with no changes such as those proposed in the Summary, they would help with the transportation issues, but they will not resolve the issue by themselves. However, in order for any of the options discussed in the Summary to work, these ideas must be incorporated into the plan. These ideas are:</p> <ul style="list-style-type: none"> • No single occupancy vehicles allowed up the canyon at any time. • Tolling for vehicles must be required. It must be of a sufficient amount to incentivize people to take an alternate transportation method in place of their personal vehicle. • Graduated tolling to encourage multiple occupancy in vehicles. The levels of graduation must be sufficient to encourage multiple occupancy. • Parking along the canyon road must be disallowed. • Parking fees at the resorts must be implemented. This must be of a sufficient amount to incentivize people to take an alternate transportation method in place of their personal vehicle. <p>I believe that all of these ideas would help to encourage people to get out of their personal vehicle and take an alternate transportation method into the canyon. The tolling and parking fees ideas must be implemented in a different manner than what Solitude Resort did during the 2019-2020 ski season. They had the right idea, but the amounts they charged, both for day parking and for their season parking pass, were not high enough to incentivize people to take the ski bus. That must change in order for tolling and parking fees to work.</p> <p>Moving on to the three options presented, I will comment on each of them individually and then state my preference in rank order.</p>	Richard Steiner	Website
161	<p>First, the option of Enhanced Bus Service. The ski bus has always been a good option to use when heading up the canyon to ski. In order for an Enhanced option to work better than it currently does, I feel that the following ideas need to be in place:</p> <ul style="list-style-type: none"> • The bus must have priority over personal vehicles at all times. One idea is to have bus only traffic in the canyon until 10am. If you want first tracks on a powder day, take the bus. • There must be mobility hubs and parking in place. If the bus is not convenient and easy to take, then people will not take it. • There must be tolling for personal vehicles and parking fees in place. In reality, all of the items I mentioned in my first section above must be in place. <p>Second, the Enhanced Bus Service with additional lanes option. Again the ski bus has always been a good option to use when heading up the canyon to ski. In order for this option to work better than the current bus system, I feel that the following ideas need to be in place:</p> <ul style="list-style-type: none"> • The bus must have priority over personal vehicles at all times. One idea is to have bus only traffic in the canyon until 10am. If you want first tracks on a powder day, take the bus. • There must be mobility hubs and parking in place. If the bus is not convenient and easy to take, then people will not take it. • There must be tolling for personal vehicles and parking fees in place. In reality, all of the items I mentioned in my first section above must be in place. • No cars allowed in the bus lane. Ever. <p>Third, the Gondola option. In order for this option to work better than the current system, I feel that the following ideas need to be in place:</p> <ul style="list-style-type: none"> • All of the items I mentioned in my first section above must be in place. • There must be mobility hubs and parking in place. There must be convenient, reliable bus transportation to the gondola station at the mouth of the canyon. If these items are not in place, people will not use it. • The gondola must be affordable and reliable. If it is not, then people will not use it. <p>In my view, options #2 and # 3 are the only options that have a chance of working. The first option of Enhanced Bus Service is very little different to what we have in place now. There are improvements to the bus service in this option, but they are not enough to make a large difference in the transportation issues facing the canyon. The second option of Enhanced Bus Service with additional lanes is an intriguing option. I do like the idea of a bus-only lane that can only have buses in it. As long as the buses have priority to enter the canyon, both at the beginning of the day and throughout the day, as well as the items that I mentioned above, this idea would work. The third option is very intriguing. I feel that, if it works as outlined, and there is sufficient parking and transportation to and from the mobility hubs, this option would work well.</p> <p>In my view, I would rank these options, in order from most preferred to least preferred, in the following order:</p> <ul style="list-style-type: none"> • The Gondola • Enhanced Bus Service with additional lanes • Enhanced Bus Service <p>That being said, the goal should be to reduce/eliminate the number of personal vehicles in the canyon. I believe that the alternatives proposed can work, but if there are not strong incentives in place to encourage people to use these alternative methods, then I don't believe that any of them will succeed to the level that we all want. It is difficult to change the mindset of people, but that is the fundamental task that we are faced with as it relates to transportation in the canyons.</p> <p>Thank you again for the opportunity to comment on these alternatives. I appreciate all of the work that has gone into coming up with them. I look forward to seeing this process as it moves forward and I hope that we can come up with a system that works for people visiting the canyons and that will help to preserve the canyons that we all love.</p>	Matthew Pruss	Website
162	<p>I believe the Gondola Option is best for the local community and the visitors of the state. The reduction of vehicles (personal and bus) travelling up the road is a must to cut down on air pollution and road fatigue. With the gondola option, the ability to create a continuous stream of people going up and down canyon is a better option than waiting in line for hours at the canyon entrance until avalanche debris is removed. Then the red snake at the end of the day would be no longer an issue with the gondola option. This is also in conjunction with a tolling plan at the mouth (which should happen sooner than later for immediate action). Bus option and road widening creates more of an issue with people not wanting to be affected by buses and their issues. Car slides into the bus lane and the whole system shuts down. Thank you for considering the gondola option as European culture has proven this is viable option.</p>	Robert Langlands	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
163	<p>Hi,</p> <p>I don't know if the 105 proposals that have been winnowed down to three included this or not. This may have not been considered previously due to no real track record for The Boring Company. Since boring the Las Vegas tunnels is complete (and completed faster than scheduled) and the in-construction stations are on schedule for opening before the 2021 Consumer Electronics Show, this may now be considered totally viable.</p> <p>Get a quote from The Boring Company for tunnels from below Little Cottonwood Canyon with stations at Snowbird and Alta. Boring Company EVs with regenerative braking are very efficient for round trips up and down a grade. It's less than 9 miles. Could easily be much less expensive and immune to avalanches and "dumps". Also much faster to implement and a much faster trip as the tunnels can be straight with vehicle speeds up to 127 mph. It could also continue on to Brighton, Solitude, Park City, and Deer Valley. With spurs to each terminal so through vehicles wouldn't even slow down. 17.5 miles from Sandy, UT > Snowbird > Alta > Solitude/Brighton > Park City > Deer Valley. Undoubtedly could be done in phases. 17.5 miles at even 100 mph is 10.5 minutes! A half hour from SLC International Airport to the tunnel entrance. Imagine less than an hour from flight arrival to all those ski areas, and with no weather related driving hassles! The 12-passenger EVs (being developed for the below project) could even have lift ticket purchasing kiosks on-board. If the system is eventually expanded to the airport, 37 miles or so (see map below) from SLC International to Park City/Deer Valley could be a 20 minute trip in either direction.</p> <p>The Boring Company is proposing to build twin tunnels linking Rancho Cucamongo, CA to the Ontario CA International Airport. 2.8 miles, \$45-60MM, 4 years vs light rail option would have been \$1-1.5 billion and 10 years. https://www.mercurynews.com/2020/06/04/elon-musk-backed-tunnel-to-ontario-airport-gets-go-ahead/</p> <p>The Boring Company's proposal to the City of Chicago for express service between the financial center in Chicago to O'Hare (18.5 miles) was going to be totally funded by The Boring Company (no cost to Chicago or taxpayers)! The Boring Company would receive the income from ticket sales. https://www.boringcompany.com/chicago/</p> <p>Another feature is just adding more AEVs (Autonomous Electric Vehicles) to the fleet increases capacity. All charging could be done at the base (in or near Sandy, UT) where electric infrastructure is relatively easy to expand. Using Tesla Powerpacks or Megapacks could allow that charging to all be baseload on the grid, no peaking. This grid-scale storage infrastructure could also earn income to the owner for providing grid services. Google ""Horsdale Power Reserve"" for more info. Renewable energy (wind and solar) could also be utilized to totally power this system. Southwest of SLC there is a LOT of solar energy potential.</p> <p>Easier parking and driving, faster, way cooler, and cheaper? As a skier (I'm a Mad River Glen shareholder) I wouldn't even think of driving up the canyon.</p> <p>If the capacity of the tunnels becomes insufficient in the future, additional parallel tunnels could be bored (and designed into the station layouts at the beginning). This is a Boring Company talking point.</p> <p>Resort employees and season-ticket holders could get special deals. Fast, weather independent, reliable, inexpensive transportation from inexpensive cost-of-living areas to the resorts much more attractive for both employees and "regulars". It would also greatly alleviate road-side parking issues and much fewer vehicles would drive up. AEVs could have interfaces to resorts' ticket reservation systems to support ticket sale limits. Alternate resort choosing would be greatly expedited. Oh, Alta's sold out but Deer Valley isn't? Change destination on the fly. Good sales point for Utah resorts (Ski Utah campaign?).</p> <p>This could also be a big tourist attraction for SLC and all these resorts. No avalanche delays, no big storm delays (even without avalanches). Tourists wouldn't have to worry about storms making it so they can't get to their resort or make them miss their flights home. Expandable, green," "saves lots of petroleum usage, less air pollution, invisible except for terminals and even those can be mainly underground. A single expandable system to cover all those ski areas (Snowbird, Alta, Park City, Solitude, Canyons, Deer Valley, Brighton) and could also be expanded for SLC rapid transit, including to SLC International Airport. Could also be tied into TRAX and FrontRunner stations. Could also be expanded to include Ogden and Provo resorts in the future.</p> <p>Best regards,</p> <p>David Stein White Plains Ski Club Lodge Chairman Mad River Glen shareholder Powder hound</p>	David Stein	Email
164	<p>Gondola is the way to go!!!</p> <p>I am concerned with the misleading information about each of these that was published in the summary plan. I am opposed to the idea of a Gondola due to the poor decision to place the parking garage miles away from the base station - and I am hopeful this write-up will help explain why.</p> <p>The summary plan can be found here. It misleads the reader by showing the estimated travel times as being fairly comparable across all 3 options. 46 minutes for Enhanced Bus, 37 minutes for Enhanced Bus+, and 46 minutes for the Gondola. https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/9234_42_LCC_EIS_Alternatives_Project_Factsheet_FIN_WEB.pdf</p> <p>However, UDOT also published detailed documents regarding each option. I'll summarize each of them below:</p> <p>Enhanced Bus. https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Enhanced_Bus_FIN_WEB.pdf</p> <p>This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons, and increases bus availability to 24 buses per hour. Including parking and waiting for a bus, UDOT estimates that this option would take 54 minutes from the Transit Hub to Alta, roughly 20 minutes longer than it takes by car.</p> <p>Enhanced Bus+ https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Enhanced_Bus_PPSL_FIN_WEB.pdf</p> <p>This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons, and increases bus availability to 24 buses per hour. It also adds a dedicated uphill bus lane the entire length of Little Cottonwood Canyon, which can be used as a bike lane in the summer. Including parking and waiting for a bus, UDOT estimates that this option would take 36 minutes from the Transit Hub to Alta, roughly 2 minutes longer than it takes by car.</p>	Jordan Mildner	Website
165	<p>Gondola Option: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Gondola_FIN_WEB.pdf</p> <p>This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons. Skiers are expected to wait in line for a bus, ride that bus to the bottom of Little Cottonwood Canyon, and then wait in line again to get on a Gondola that will take them to Snowbird or Alta.</p> <p>Including parking and waiting for a bus, then waiting in line again for the Gondola, UDOT estimates that this option would take 63 minutes from the Transit Hub to Alta, roughly 30 minutes longer than it takes by car.</p> <p>So a real comparison of all of the options looks more like this:</p> <p>Car: 30-34 minutes Enhanced Bus: 54 minutes Enhanced Bus+: 36 minutes Gondola: 63 minutes</p> <p>To put this in perspective for everyone:</p> <p>If you are the type that can only get away for a couple of hours to ski, whether that is due to family obligations, work obligation, school obligations, etc - Little Cottonwood Canyon has always served you well.</p> <p>The Gondola option could ruin that for you by adding 1 hour to your round trip commute.</p> <p>I am not opposed to a Gondola per se - but the oversight that is causing the parking for the Gondola to be located several miles away from the base station will add roughly 1 hour to your round trip commute.</p> <p>If my commute is lengthened by 1 hour - I will be forced to stop skiing in Little Cottonwood Canyon.</p>	Josh Christensen	Website
166	<p>I like the Gondola option best, provided it can support the volume / demand required to reduce the vehicle traffic.</p> <p>Please do not build a gondola. The gondola does nothing to help families going sledding or snowshoes. The gondola only helps resort skiers and ignores everyone else.</p>	Tyler Robinson	Website
167	<p>The gondola also has the largest impact on the canyon. Construction roads, maintenance vehicles, and land for the towers would destroy sensitive wild places. Thousands of Utahns and people from all over the country who enjoy hiking would have their experiences worsened. Sensitive ecosystems would be even more disrupted.</p> <p>The gondola also does nothing to solve the parking problem. Thousands of parking spaces would need to be built.</p> <p>Increasing buses on the other hand would serve everyone. Buses could be easily built into the transit network in the valley and could stop at trailheads to serve families sledding, backcountry skiers, and people on snowshoes.</p>	Ben LaRiviere	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
168	In favor of the gondola solution. Lowest operating cost. Best for air quality. Build the gondola!!! Extra lanes and snow sheds doesn't eliminate accidents due to icy and snowy roads. One accident shuts down the whole road.	Tristan Schroeder	Website
169	Would love to see a gondola in little cottonwood.	Richard Wood	Email
170	Would love to help out with the project More shuttle buses and parking should be available.	Jenna Pace	Website
171	As a SLC resident and frequent user of LCC's recreation resources, I strongly urge against the gondola alternative. The requisite infrastructure would significantly impact and lessen many of the characteristics of LCC that make the canyon cherished and special. With minimal road widening, increased busing, and carpooling incentives, we can meaningfully fix the issue of congestion in our canyons without permanent, major infrastructure development.	Austin Beck-Doss	Website
172	Interesting solutions to a massive problem we are experiencing. Long term, I believe the widening and Gondola options provide for greater capacity for years to come. The Gondola option seems to be the best solution, with the lower cost, less environmental impact, and aerial traffic out of avalanche zones. Are options being considered to tie-in or do something similar for BCC/SR-1907	Blake Remmick	Website
173	I favor widening the road to enable a dedicated lane for bus service during the winter and safe cycling during other seasons. Running buses allows more flexibility to address changes in customer demand. Bus service to trailheads during the summer would also reduce cars parking in the uphill bike lanes.	Diane Rosenberg	Website
174	What is "Snow sheds" on the summary pdf? I like the middle option - enhanced buss with roadway widening. In the long run it seems like the best option.	Kassandra Rane	Website
175	Regarding transit parking, please let me know a good time to connect - Automated vehicle storage systems (APCpark.com) improves sustainability, congestion, construction time and site efficiency 150 sqft/space for higher use.	Drew McKendry	Website
	I am a resident of Sandy, Utah, living near the mouth of Little Cottonwood Canyon. I frequently travel on Wasatch Boulevard and SR 210. UDOT's final decision will have tremendous impact on me and my family.		
	I strongly support UDOT's Alternative 1, Enhanced Bus Service. I am confident that enhanced bus service as proposed will alleviate many of the problems in Little Cottonwood Canyon. I also support the use of tolling for vehicles entering the canyon. The best form of tolling would be a traditional fee booth, similar to what is used in a National Park. A fee booth would reduce over crowding within the canyons, and proceeds from the fee booth should be used to enhance the recreational experience in the Canyons.		
	Although the U.S. Forest Service owns most of the land in Little Cottonwood Canyon, they should have no part in the collection of the fee, due to the legal requirements placed on the Forest Service under the Federal Lands Recreation Enhancement Act. This act will likely prevent the USFS from administering a fee effectively.		
	I propose that the fee booth be administered by the State of Utah through the Utah Division of State Park (I realize that Utah State Parks does not own any land in LCC or currently have any presence in LCC). But Utah State Parks is the only state agency with the necessary expertise in recreation management (expertise that UDOT does not possess). I do not believe the Salt Lake County, Salt lake City, the town of Alta, or any other local governmental entity should manage the fee booth, since none of the those entities own SR 210. Of course, the State agency managing the fee booth could partner with the USFS and a local government entity for the proper distribution of fees collected in the fee booth towards programs designed to protect and enhance LCC.		
	In order to speed up bus commuting times, I suggest that passing lanes in the Canyon be eliminated, and that these passing lanes instead be dedicated exclusively to buses. But I do not support the extension of a 3rd land anywhere that a third lane does not already exist. The Canyon is just too narrow.		
	In addition to signal priority for buses on Wasatch Boulevard, UDOT should also consider signal priority for buses on SR 209/9400 S from the Highland Drive Mobility Hub. As the population in Utah County and the south end of Salt Lake County grows, a growing number of skiers will park at the Highland Drive Mobility Hub, thus signal priority for buses on SR 209/9400s will be important.		
	I support the use of a fee booth year round in LCC. However, if that is not workable in the winter do to the high volume of traffic, an automatic system that reads license plates could be used. But a fee booth should be implemented throughout the off season, when the canyon is almost just as crowded.		
176	The bus system should not run in the summer. Canyon visitation is very dispersed during the off season, to the point that a bus simply will not be effective. The cost of running a bus in the summer will put too much financial pressure on the whole ski bus system, and will not have significant financial returns.	Jake Garfield	Website
	The bus should be fairly low cost, but should not be free. Free buses encourage misuse of the canyons.		
	A fee booth would help protect canyon resources in many ways , partly by discouraging graffiti artists and others who willfully damage canyon resources. Use of a fee booth will also give employees staffing the fee booth the opportunity to educate canyon users about proper behavior in the canyons, such as the ban on dogs within the Salt Lake City watershed.		
	When a fee is implemented, there must be a season pass options available, similar to what is available in Millcreek Canyon through Salt Lake County.		
	I do not support Alternative 2, ""Enhanced Bus Service in Peak Season Shoulder Lanes."" simply because LCC is naturally too narrow to construct additional should lanes. Such construction would require significant cuts into the canyon walls. These cuts would likely lead to additional runoff and erosion that would pollute Little Cottonwood Creek. It would also increase the risk of mud slides. Existing passing lanes could be closed to vehicles and dedicated to buses (as well as bikes and pedestrians). But additional passing lanes/shoulder lanes should not be built where they do not currently exist.		
	I do not support Alternative 3, the Gondola. The visual/environmental impact of a Gondola would be devastating. Thousands of trees would likely need to be cut down to install the gondola's cables, leaving an enormous gash through the forest on the canyon floor. This gash would likely remain indefinitely so that maintenance on the Gondola could occur in the future. Having a gondola run the length of the canyon would make the entire canyon feel developed, like one giant ski resort, and destroy the natural, wilderness like settings of the Tanners Flat Campground, the Temple Quarry Trail, the White Pine Trail, Little Cottonwood Trail, and other quiet, non-motorized recreation sites within LCC. A gondola will also be excessively expensive and place an undue burden on tax payers.		
	If UDOT is going to do any sort of widening, it should consider modest widening to enhance the safety of cycling up the canyon. SR 210 should be widened sufficiently for the construction of a protected, two-direction, paved multi-use path running parallel to the road. This widening would be unnecessary where passing lanes currently exist, as the passing lanes should be eliminated and made part of this multi-use path.		
	Thank you.		
177	The Cottonwood Canyons are treasures for the public, but the private enterprises, ie. ski resorts should solve transportation issues to their private businesses. The resorts might consider buying parking areas in the valley and having their own shuttle service. The worst idea is the Gondola with public funding for several reasons. It should not be UDOT's role to put more people into an already overburdened canyon. Second, tax dollars should not be used to take more patrons to private business entity. Third, the resorts have permits for so many skiers, accidents will continue to rise by overcrowding. Its time to promote other areas in the state for recreation, we have a public recreation distribution problem. There are many great mountain ranges to climb, hike and explore but the Central Wasatch is overburdened. Many locals can no longer afford to ski, do not make it a cost factor for those who want to drive up the canyon, park their vehicle and hike in public lands. The canyons are becoming only affordable to the affluent, this is very wrong. Public dollars for transportation could help disburse recreation away from the Central Wasatch.	Mark Allen	Website
178	I am in favor of the proposal to expand bus service and create a bus priority lane. The biggest congestion periods in the canyon are during powder days. If the bus can bypass traffic (and get to the resort quicker) that will be a HUGE incentive for people to chose the bus and thus reduce congestion.	Holden Wolfenbarger	Website
179	I am writing today as a resident of the Town of Alta in regards to the LCC EIS. I would like to voice my strong support for the Gondola option. This option is the most effective way to address not only the traffic congestion in the canyon and surrounding valley but also the most effective way to address the avalanche hazard posed by Highway 210.	David Richards	Website
	I would like to take a moment to comment further on the flaws of the bus alternatives. It is my experience that buses in this canyon DO NOT ever reduce congestion. They are not the proper tool for a road of this grade and with these driving conditions due to snow. Buses are consistently unable to handle the slick road and end up stuck or off the road in the ditch. This will not be solved with a third lane. During heavy snow everyone is observed to be using a single track. A bus slide off forces people into an even smaller space, third lane or not. Further, due to the avalanche hazard the best way to increase safety is to get people off of the road. Buses only increase the size of the target for the slide. Instead of hitting one car with four people the avalanche now hits a bus with forty people. This has occurred in the canyon many times. Snow sheds are an excellent solution but there are many avalanche paths in the canyon. Shedding the Whitepine area doesn't solve the whole problem.		
	Remember those of us that make upper Little Cottonwood our home. You will always need a road for residents and deliveries, but a gondola is by far the best solution presented at this time to address the visitor traffic.		
180	Enhanced bus service without road widening is clearly the best choice. Perhaps some additional passing lanes can be added wherever there would be minimal damage to the canyon. Widening the road is too destructive to the canyon, and the gondola idea is just silly. Thanks, Bert Pedersen	Bert Pedersen	Website
	None of these options go far enough. Buses should be made mandatory for all resort attendees.		
	Build large, multi-level park and rides at the mouth of BCC, LCC, and Wasatch Blvd.		
	The for-profit resorts are generating the bulk of the users driving up the canyon, creating congestion, and causing parking issues.		
181	Have the resorts contribute to the cost of resolving the issues they created.	Greg Steele	Website
	Have them create the infrastructure of lockers for patrons to store their travel bags or rent for the season to store skis and boots year round.		
	Have the resorts subsidize the cost of the buses for their season pass holders to deliver the patrons to their businesses that negatively impact the other users and residents of the canyons.		
	Then traffic will be limited to profession drivers with CDLS, in appropriately equipped buses with chains. And a limited amount number of drivers accessing the backcountry terrain.		
	That would be a real solution that would have lasting impact.		
182	It is time to stop spending money and time on studies; please consider implementing a more frequent bus plan NOW! Free bus service, frequent bus service, toll road to relieve congestion; build snow sheds for safety and efficiency of frequent bus service.	Peg Kramer	Website
183	Why choose just one option? How about do all three? However if only one option will be chosen, I say go with the widening of the road so there can be a dedicated bus lane. There's no better way to get people out of their cars and onto a bus if they're stuck in traffic on a powder day and get passed by a bus full of skiers in their own dedicated fast lane. Additionally, there must be much more parking available to bus riders. Every time I tried riding the bus, the park and ride lots were full so I ended up driving anyway.	Jared Hargrave	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
184	I would prefer to see the Gondola built. I think that the gondola offers a couple of advantages that make it a better option. 1. It adds a second way to get up/down the canyon besides the road. If an avalanche comes down and closes the road, the gondola can continue to run to get people out of the canyon. 2. pollution. The gondola would probably be powered with electricity and would emit less pollution than busses going up and down the canyon. 3. Operating cost. I like that it will cost less to run over time than the Bus options.	Eric Goebel	Website
185	Gondola please!	Blake Tshako	Website
186	I live on Bengal Blvd, just west of Wasatch, and see the effect of heavy traffic on both of these busy roads. Please, please do not turn Wasatch into a new Bangeter. Please do not build a highway through my neighborhood. After reading through all of the proposals, thinking them all over, and discussing with my neighbors, the proposal that seems to have the best appeal is the gondola option. It would actually "improve" our canyon, rather than just mitigate the worst effects of bad traffic. A gondola would be a huge upgrade and source of community pride. It is by far the most forward-thinking, future-proof plan. The absolute worst option, in my opinion, is to increase bus service. This does nothing to solve the root of the problem, and just kicks the ball farther along the road for us to figure out again next year. It is short-sighted to say the least.	Asha Flick	Website
187	I love Cottonwood Heights and plan on staying here for many, many years. My husband and I are raising our kids here, running our business here, and contributing to our community. Please don't force us out by putting a highway through our beautiful neighborhood! I firmly believe that the gondola is the only logical answer. When analyzing the financial maintenance overview on a yearly basis in juxtaposition to the environmental impact the gondola is the one that minimizes overall throughput. On a safety note the gondola is the only one that would be viable in an avalanche.	Jeffrey Woolery	Website
188	A gondola would be amazing!	David Shaw	Website
189	A quiet gondola with just a few posts is a lot less obtrusive than thousands of cars :)	Bryce Mullin	Website
190	Gondola alleviates all concerns on a heavy snow day. Most effective for carbon footprint. Sets up success for future Olympic bid in connecting park city and salt - if future connecting peak gondolas is an option. Reduces churn/issues with tourists not knowing what bus schedules. Brings a unique marketing position for Utah in accessibility over Colorado and all other national resorts.	Zach Decker	Website
191	Please consider the high use of roadside parking along the canyon that hikers and climbers rely on to get safely to the trailheads.	Samantha Marks	Website
192	Gondola! With mountain bike use permitted.	dave jensen	Website
193	Hello, As a frequent winter and occasional summer user, I would much rather see busses and a bus lane be used than a Gondola. While the idea of a Gondola seems nice I am worried about the environmental impact of installing such a large amount of posts and cables throughout a beautiful canyon. Busses that run on clean fuel would make far less changes to a wild, beautiful place.	Luke Richins	Website
194	Thank you for considering the public's view when arriving at your conclusions. I view the bus service with an expanded road to be the best option to allow people to commute up the canyon or chose the public option. Either choice will be faster and less costly than a gondola. I also love the idea of adding some snow sheds in the larger avalanche areas but would encourage you to think about snow sheds that had open sides to the canyon so as to not impair the canyon view as much as practical.	Robert Wheat	Website
195	Increased bussing with no widening of the road would be, at best, an impermanent bandaaid fix. It would still only take 1 accident to almost completely shut down traffic. Either widen the road with increased bussing, or build the gondolas, or both. There is still the issue of where to park for the busses or gondolas at the bottom of the canyon. Are there any plans for increased parking? Thank you for taking the time to listen to the community on this issue.	Lucien rouse	Website
196	A gondola would be nice.	Tom McDermott	Website
197	The highway needs to be wider. It would be much safer for everyone who recreates there. The only question is how long would the entire canyon be closed? I'm sure it would take at least a year for you to dynamite and move rock. I would definitely be willing to wait a year for a much better experience in the future.	Asher Margolies	Website
198	I would be in favor of a gondola to help with transportation in Little Cottonwood. Not only does a gondola provide a scenic and more emotional connection to skiing/hiking experience but it could still be used when the road conditions are not optimal for travel up and down the canyon. It would reduce fuel emissions as well.	Kate Decker	Website
199	UDOT only seems to care about the ski industry not the people who actually live in Cottonwood Heights. Our needs have been thrown in the garbage. 1st the canyons belong to the people of Utah not to the ski resorts. We were told years ago the canyons were at their capacity but the ski resorts for the buck keep expanding. There should be a limit to how many are allowed in the canyons, like at a beach. Why would we want a gondola flying over our heads in a nature area? The canyons are NOT just for the skiers, they are for all to enjoy. You want a gondola not just flying up the canyons at a very high number at times but also down Wasatch Blvd. stealing the view for the rest of us? Having people stare down into our private property? There are requirements in Cottonwood Heights, you cannot block someones view and destroy the natural feel. You obviously could care less. How do you intend to expand the road? This is a sensitive area, with earthquakes, you are putting so many people in jeopardizing and risking lives, you will have to cut into the hills destabilizing the area. Its also required in Cottonwood Heights for every tree you destroy you must replace two, where are the trees going to go? Down the center of the road making it necessary to widen the road even more? Making it more unstable and dangerous. What about the speed limit? The speed limit should be lowered to 35 miles per hour the entire length of Wasatch Blvd. This is a shared us area with access to neighborhoods the entire way. Right now Wasatch Blvd. goes from 40 - 50, why would you EVER take it to 50? below 215 you drop it to 35 & 40 south of 9400 south you drop it to 35. is it we don't have the money that the other areas do? We don't matter like they do? You never answer our questions? You are destroying the beauty of Saly Lake for a few months and greedy people.	Audrey Pines	Website
200	A gondola sounds cool until you realize that each one will only be half full because people don't want to sit in a small enclosed space with strangers for an hour. The line at the bottom would be very long because of that.	Asher Margolies	Website
201	I think the gondola is the best option. In many other places in the city adding lanes does not help congestion. The main issue would be traffic to the gondola station. If the gondola could come into the city a little more, like maybe all the way to Wasatch Blvd, it may help (?). Fewer people are going to want to drive to a bus station, ride bus, then transfer to a gondola. A gondola could also maybe connect to big cottonwood in the future. A gondola could also be less polluting if it really on electricity.	Thomas DeWitt	Website
202	I am I favor of enhanced bus services up Little Cottonwood Canyon. BUSES ONLY! I DO NOT WANT THE ROAD WIDENED.	Kelli Anderson	Website
203	I want enhanced bus service (more buses only) in Little Cottonwood. I do NOT want enhanced bus service in a designated shoulder lane. I do NOT want the road widened. I am in favor of these options. I believe the gondola option to be the better of the two as it reduces the need for avalanche control work. However, I think that in order to make either of these options work, car traffic on LCC road must be greatly restricted. Otherwise people will just drive and skip the transportation options. A toll is not sufficient as skiers tend to be relatively affluent and will easily pay a toll as a price of convenience, particularly those on vacation who will simply consider it a "vacation cost." Cars on the road through the entire winter should be limited to: emergency vehicles, residents, essential employees (ski patrolers, EMS, etc.), hotel guests/ shuttles, or others with a permit of some type. This also reduces the need for parking at the resorts. This newly found space can be used for transit centers, green space, or other environmentally friendly options that contribute to the quality of the canyons' watershed. This is the type of idea that would receive great pushback initially, but will reap the greatest rewards by contributing to the quality of the ski experience while lessening the environmental impact. These canyons need to be preserved as they are being degraded by vehicle emissions, noise, traffic, and construction. Thank you for your time.	Kelli Griffiths	Website
204		Jake Evans	Website
205	Why is there not an increase in the quantity of buses in the Cottonwoods if you chose not to expand the roadway? I'm not sure how that is going to encourage people to use them, or reduce traffic. Are you going to build a bigger park and ride? Also, was a train that goes between both canyons? That would have a larger capacity for skiers, be faster, and less likely to be effected by extreme weather	Alex Radandt	Website
206	As a daily handicapped skier, driving & utilization of handicap parking spaces is critical. I have way too much gear & hardware to cart up on any of the alternatives. Please assure expansion & retention of handicap parking at LCC resorts!	Joseph Kleitman	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>Hi,</p> <p>I don't know if the 105 proposals for transportation infrastructure improvements to Little Cottonwood Canyon above Salt Lake City that have been winnowed down to three included this or not. This may have not been considered previously due to no real track record for The Boring Company. Since the tunnel boring phase of the Las Vegas tunnels was completed under schedule and the in-construction stations are on schedule for opening before the 2021 Consumer Electronics Show, this may now be considered totally viable. The Encore at Wynn may also tie into the LVCVA (Boring Company constructed) system. Resorts World Las Vegas, the US\$4.3 billion resort scheduled to open in summer 2021, submitted plans for a proposed passenger station and tunnel(s) that would connect to the Las Vegas Convention Center campus via (The Boring Company's) innovative transportation system. ... Convention guests would no longer have to worry about long walks or gridlock traffic around the convention center -- they could take the transportation system to Resorts World Las Vegas for lunch, meetings, or personal appointments, and be back to their conference or expo in minutes. This innovative transportation system is a perfect match for Resorts World Las Vegas as we design our resort to be at the forefront of progressive technology." Electrek speculates that more and more casinos will want to, and pay to, be connected to the system so that they are not left behind. The end result may very well be a city-wide system developed at no cost to the city.</p> <p>Get a quote from The Boring Company for tunnels from below Little Cottonwood Canyon with stations at Snowbird and Alta. Boring Company EVs with regenerative braking are very efficient for round trips up and down a grade. It's less than 9 miles. Could easily be much less expensive and immune to avalanches and "dumps". Also much faster to implement and a much faster trip as the tunnels can be straight with vehicle speeds up to 127 mph. It could also continue on to Brighton, Solitude, Park City, and Deer Valley. With spurs to each terminal so through vehicles wouldn't even slow down. 17.5 miles from Sandy, UT > Snowbird > Alta > Solitude/Brighton > Park City > Deer Valley. Undoubtedly could be done in phases. 17.5 miles at even 100 mph is 10.5 minutes! A half hour from SLC International Airport to the tunnel entrance. Imagine less than an hour from flight arrival to all those ski areas, and with no weather related driving hassles! The 12-passenger Autonomous Electric Vehicles (AEVs) being developed for the below project could even have lift ticket purchasing kiosks on-board. If the system is eventually expanded to the airport, 37 miles or so (see map below) from SLC International to Park City/Deer Valley could be a 20 minute trip in either direction.</p> <p>Comparison with the three current draft alternatives:</p> <ol style="list-style-type: none"> 1. Gondola -- Very limited capacity. Impossible to extend to other resorts. Impossible to extend to airport. Subject to avalanche damage or closure. Very limited expansion capability. No real capacity to transport lodging guests with their luggage. Relatively slow. Expensive. 2. More buses without road widening -- Very limited capacity. Wait times until bus fills up, or underutilization. Limited operation schedule. Subject to storm and avalanche delays or closures. Limited capability for transporting lodging guest belongings. Impossible to extend to other resorts. Increased fleet maintenance and depreciation costs. Still based on fossil fuels unless CNG or EV buses used. Slow. Expensive. 3. More buses with road widening -- Very limited capacity. Wait times until bus fills up, or underutilization. Limited operation schedule. Subject to storm and avalanche delays or closures. Subject to extra lane "poaching" by scofflaws. Poaching would adversely affect time advantage. Anti-poaching capital and operational expenses. Increased road maintenance expense. Increased plowing costs. Environmental costs of expansion project. Limited capability for transporting lodging guest belongings. Impossible to extend to other resorts. Increased fleet maintenance and depreciation costs. Still based on fossil fuels unless CNG or EV buses used. Slow. More expensive and longer construction timeline. <p>The Boring Company is proposing to build twin tunnels linking Rancho Cucamongo, CA to the Ontario CA International Airport. 2.8 miles, \$45-60MM, 4 years vs light rail option would have been \$1-1.5 billion and 10 years. https://www.mercurynews.com/2020/06/04/elon-musk-backed-tunnel-to-ontario-airport-gets-go-ahead/</p> <p>The Boring Company's proposal to the City of Chicago for express service between the financial center in Chicago to O'Hare (18.5 miles) was going to be totally funded by The Boring Company (no cost to Chicago or taxpayers)! The Boring Company would receive the income from ticket sales. https://www.boringcompany.com/chicago/ This may or may not be an option now, but perhaps each resort would fund their station and share common costs. Even if one or more resorts do not opt in now, the tunnels could be routed to simplify a resort adding a station later after seeing results and what they're missing out on.</p> <p>Another feature is simply adding more AEVs to the fleet increases capacity. The Boring Company system "is targeting 4,000 vehicles/hour at 155mph (250km/h) for each Main Artery Tunnel." With 12 passengers per vehicle, this could accommodate 48,000 passengers per hour. All charging could be done at the base (in or near Sandy, UT) where electric infrastructure is relatively easy to expand. Using Tesla Powerpacks or Megapacks could allow that charging to all be baseload on the grid, no peaking. This grid-scale storage infrastructure could also earn income to the owner for providing grid services. Google "Horsdale Power Reserve" for more info. Renewable energy (wind and solar) could also be utilized to totally power this system. Southwest of SLC there is a LOT of solar energy potential.</p> <p>Teslas or other EVs with supported software could possibly utilize the tunnel system. It is probable that only autonomous operation (no manual control option) would be used while in the tunnels to optimize vehicle flow. Only vehicles that verify they are capable (charge state, proper functioning, etc.) would be allowed access. EV delivery vehicles could also potentially be accommodated (Tesla Semi with special trailers?). Emergency electric vehicles (EEVs - police, fire, ambulances) are also a possibility. Stations can be configured with automatic separate entrances and exits for customer EVs and EEVs versus system mass-transit AEVs.</p> <p>"... there is no practical upper limit to" "the number of stations that can be built along the tunnel route, as stations can be as small as two parking spaces. The electric vehicles descend into a "spur" or side tunnel before quickly merging into a Main Artery Tunnel. Since stations require such a small footprint, they can be easily integrated in busy city-centers, parking garages, and residential communities. The high density of stations will help reduce congestion by distributing traffic across many access points and by providing more convenient entry and exit locations. At the same time, larger stations can be built to increase ridership capacity to a specific central location." This could serve trail-heads, developments, tourist attractions, and shopping centers as well. The expansion possibilities are endless.</p> <p>Easier parking and driving, faster, way cooler, and cheaper? As a skier (I'm a Mad River Glen shareholder) I wouldn't even think of driving up the canyon with this available.</p> <p>If the capacity of the tunnels becomes insufficient in the future, additional parallel or stacked tunnels could be bored (and designed into the station layouts at the beginning). This is a Boring Company talking point.</p> <p>Resort employees and season-ticket holders could get special deals. Fast, weather independent, reliable, inexpensive transportation from inexpensive cost-of-living areas to the resorts much more attractive for both employees and "regulars". It would also greatly alleviate road-side parking issues and much fewer vehicles would drive up. UTA TRAX and FrontRunner systems could tie into and serve the base terminal. AEVs could have interfaces to resorts' ticket reservation systems to support ticket sale limits. Alternate resort choosing would be greatly expedited. Oh, Alta's sold out but Deer Valley isn't? Change destination on the fly. Good sales point for Utah resorts (Ski Utah campaign?).</p> <p>This could also be a big tourist attraction for SLC and all these resorts. No avalanche delays, no big storm delays (even without avalanches). Tourists wouldn't have to worry about storms making it so they can't get to their resort or make them miss their flights home. Expandable, green, saves lots of petroleum usage, less air pollution, invisible except for terminals and even those can be mainly underground. Preserve the value of "the Wasatch Mountains. A single expandable system to cover all those ski areas (Snowbird, Alta, Park City, Solitude, Canyons, Deer Valley, Brighton) and could also be expanded for SLC rapid transit, including to SLC International Airport. Could also be expanded to include Ogden and Provo resorts in the future.</p> <p>Best regards,</p> <p>David Stein</p> <p>White Plains Ski Club Lodge Chairman Mad River Glen shareholder Innovator and Inventor Powder hound</p> <p>P.S. Since The Boring Company approached the Encore at Wynn in Las Vegas I CC'ed this email to The Boring Company. I've also CC'ed Powder magazine (I'm a subscriber) as they made me aware of this project.</p> <p>P.P.S. I've also sent an inquiry to The Boring Company to see if high voltage electricity supply lines can be accommodated in the tunnels, above or below the roadway. ... Adding electricity transmission capacity is expensive and time-consuming with right-of-way, avalanche danger, and routing issues.</p>	David Stein	Email
207			
208	I am against the widening of the road to accommodate the bus lane. I know that would negatively impact the natural environment in the base of the canyon, including inducing urban stream syndrome and pollutant runoffs. I am for adding more busses and perhaps the gondola. I would absolutely hate to see the road widened. People go here to find solace not overlook a wide road with traffic noise. Be sure you are doing your best to preserve sense of place. (I am an urban ecologist and land manager and conservationist)	Vincent Gryboski	Website
209	We need the gondola! Please don't cause more pollution by widening the roads	Claybourne Elder	Website
210	<p>I appreciate everyone working together to find solutions. Big concerns of mine include.</p> <ul style="list-style-type: none"> - I feel like summer needs to be considered too. If this plan is slated to help through 2050 I think a summer season should be included. With that in mind, I think the gondola stops should also be reconsidered to possibly include a stop at Tanner camping ground and a stop at White Pine as well as be utilized in the summer. If the gondola doesn't pass I think an additional to the bus services proposed there should be a summer bus concept proposed. It doesn't need to run as frequently in the winter, but have something and alter stops to include places to get off Tanner, Lisa Falls, White Pine and other hiking spots. The canyon is just as busy in the summer and maybe even more in the summer, but the weather is usually better. - The gondola having the base at the base of the canyon doesn't give much room for parking. Is there a way there could be transportation built from the old "Shopko" on 9400s across from the bus lot. Big parking lot and building isn't used. - Furthermore, I think this plan really highlights north of the canyon but what about congestion south of the canyon? If this plan is really looking to the future, the growth in this valley is happening to the south and west of the canyon. So it might be good to look at the 9400 road feeding in and Wasatch Blvd. As the population grows this is where people are heading because it used to be farm land. Really concerning with no mentions of that concept when looking to 2050. - Gondola is great, but what happened to mono-rail or some sort of train concept? It might be able to move more people. - I applaud growing the bus service and adding a lane for bus service, but I think we need to work to educate people about using the busses.... maybe work with ski resorts to provide more local space for locals or start bus service in the summer, so people get accustomed to it when they don't have all their gear and it becomes habit once winter rolls around. -Could that bus lane be utilized on super busy days for 2 lanes up in the am and 2 lanes down in the evening if needed? <p>Thanks, Megan Collins</p>	Megan Collins	Website
211	I vote for the Gondola option!	Jacob Meyer	Website
212	As a avid skier, hiker, and outdoorsmen, I feel that the only 4 season alternative offered on this list is the gondola. The problem is not just a winter problem. So if you are only thinking of winter solutions you are being to one sided. Parking areas in the canyon itself with a tram system could allow for more visitors with less traffic and help with the movement of people from the salt lake valley not just park city.	Pat Hain	Website
213	Nice proposals but you need to start something immediately. There needs to be a fast pass Lane payment system set up at the mouth a little Cottonwood and big Cottonwood Canyons. Purpose would be to charge vehicles that pass in to Little Cottonwood Canyon and big Cottonwood Canyon. It could either be a per day charge of say \$10 per day, or the option to buy a season pass say for \$200. The money could be used for road maintenance Road expansion, snow sheds over roads in avalanche paths, and/ or any other improvements.	Beau Parent	Website
214	If we're looking to improve access in an equitable and cost effective way, alternative 1 is probably the way to go. Of course, a gondola would also be cool and would only take about 20 years to break even based-on O&M. I am most supportive of the Gondola option because long-term it may be the most affordable and also has the benefits of being a more unique experience and potentially emissions- very important to our air quality locally and to climate change. This is assuming that it is just as fast as the bus. If it isn't, let's just go with the improved bus service.	Cody Lutz	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
215	I think the gondola idea is brilliant. As an employee in the canyon, I've noticed buses often create more traffic than they relieve. For example, the bus that jackknifed backwards last winter. A gondola would a safer alternative that would also allow people to leave during interlodge.	Korbin Stapley	Website
216	The gondola is very alluring. Buses often make me carsick, and I would love to see the canyon from up high!!	Josie Nordrum	Website
217	The expansion of the road would be highly detrimental to roadside rock climbing resources. The gondola is an eyesore. Some of us don't care how much money Alta makes.	Tyler Last	Website
218	I personally believe that a solution that requires multiple transfers and a lengthy time of travel will only be utilized during periods of extreme congestion and will not see widespread adoption through out the season.	Andrew Reich	Website
219	I am firmly opposed to the idea of any gondola operations now or ever in the Cottonwood Canyons. I feel this would irrevocably damage the landscape of the canyons and would turn these at-risk natural havens into Disneyland. We can do better than this. I also firmly oppose widening SR 210 to serve more vehicles and buses. Doing this would only further harm wildlife, eliminate habitat, and compromise already threatened ecosystems. The only options I support as a taxpayer, Cottonwood Heights homeowner and season pass holder at Alta are more buses, tolls for vehicles, and no single-use vehicle occupancy in the canyons. We need to prioritize solutions that preserve these valuable ecosystems while providing access to locals AND maintaining our quality of life. A gondola will only serve to funnel more careless tourists into our canyons and clog our valley roads, parking structures, and air with their rental vehicles. I am 79 years old, a longtime Alta passholder, come from Honolulu every year for a 6 week period, stay at Extended Stay America, Union Park, and drive up in a rental car. I am one of the first cars at the Albion base of Alta at around 8 AM and generally leave at 2:30 PM to avoid traffic going down. It normally takes me 40 minutes to drive the 16 mile distance each way, less time than two of the three alternatives, and my trunk is my locker for extra layers and goggle lenses. None of your alternatives, with travel time, included the projected wait time. I might add that I have also ridden the bus from Fort Union Blvd., Walgreens on 9400 S, an Highland Dr., and from the mouth of Little Cottonwood Canyon. Unless you have an overnight locker for your gear at the ski area, the bus can be very inconvenient. There is a fourth alternative not considered: Alta and Snowbird should stop accepting the Ikon pass. This would not solve the avalanche danger issue but would, hopefully, cut down the number of cars coming into and parking in the canyon at the areas. Busses don't solve the avalanche danger issue as they are going to get stuck with road closures, just as cars do. For this reason, snowsheds, below Superior, need to be installed in any case. While a gondola will take care of the road closure issue, the time it will take to convey the patrons of both mountains up and down every day, with the lines which develop, might be a problem as would the necessity to park in a transit hub and take a bus to and from the gondola. Getting to Alta and Snowbird each day might be too much for a lot of people. A long time Alta Skier and friend from New York, whose loyalty to Alta is displayed on his New York vanity plate, has already told me that the necessity to ride the bus and/or bus/gondola will send him to Snow Basin for the season. While I prefer the snow in Little Cottonwood Canyon, if it takes too long and is too much trouble to get up there, I might consider the same.	Tara McGarry	Website
220	These are my thoughts. Mahalo (thank you in Hawaiian) for the opportunity. Aloha Toby Kravet If you do move on one of the two bus alternatives, you need to make it more convenient. Getting on with skis, poles, and bootbag while trying to scan your pass is very awkward. I liked it better in the old days when the skis were lashed to the outside of the bus. If the bus driver has a hand held scanner, that might also make it easier to board. There is another	Toby Kravet	Website
221	A gondola is the only effective way to resolve these ground based transportation issues. The buses are a mess, single occupancy vehicles are way to prominent. You don't need snow sheds, you don't need as long of stoppage during avalanche control if your transportation is on a high-line. Europe's ski destinations have always had a cable car access option because its safe, smart, and eco friendly. Adding an extra lane, though helpful for bus service will be very disruptive and not nearly as effective. That also increases traffic of a very busy section of Wasatch Boulevard.	Thomas Harris	Website
222	I would support Alternative 3 for LCC travel improvements.	Christopher Rockwell	Website
223	hello, wanted to submit my vote for lcc public transportation. I would rather see a gondola than a bus system. Thank you!	Jessica Priano	Website
224	Gondola option is preferred to get the most traffic off the road. However, there needs to be more parking available at the gondola base or have the gondola base extend to a larger parking area. Also, please ensure the gondola option is sized for the future and is comfortable. It won't be used if you're packed in there like the snowbird tram for an hour.	David Ralls	Website
225	Hello, Thank you to everyone involved for their time and commitment and for opening this up for public comments. I am sure everyone that recreates in Little Cottonwood Canyon (especially in the Winter) is ready for a solution to the traffic issues. My personal suggestion is 1) upping the bus services, 2) adding a bus only lane, 3) lengthening the bus schedule and 4) adding incentives. The first incentive is getting there faster with the bus only lane, those that choose public transit will get to the ski areas faster and will get in line faster — all of our goals on powder days. Other incentives could be pass discounts if you take transit over x amount of days, but that of course takes ski area compliance. I also think have buses go down the canyon later would be a great addition. Many times, folks grabbing a beer cannot catch the last bus in time so if that is in their plans they end up driving. This would be most valuable on Saturdays and Sundays as folks want to both ski and celebrate the weekend. That's my two cents from an ex-Alta employee and now Alta skier. Thanks.	Mikayla Rewey	Website
226	Why not simply limit the number of tickets sold for Alta and Snowbird? Simply adding more vehicle pedestrian capacity doesn't solve the problem. The extra capacity will get filled and five years from now wait times will be back up to 85 minutes. Require people to buy or reserve a ski pass the day before. Then require people who want to enter the canyon to have an electronic pass for inside their car. When they buy/reserve their ski ticket online they can sync their canyon pass which gives them permission to enter the canyon. Then have cameras to monitor and give huge fines to people for entering the canyon without a pass. The tech would give you a lot more flexibility later down the road, would have minimal impact on the environment, and would reduce the crowds/congestion on the slopes.	James Kissell	Website
227	Gondola would be incredible.	Nick Van Dine	Website
228	Have you looked at the possibility of a monorail system? This could be built above the road and would not be affected by the weather. If Disneyland can do it, why can't we?	Brian Morris	Website
229	The gondola plan is better than bus. more marketing value and would be a tourist attraction itself recouping investment and support year-around economy. Less environmental impact.	Christopher Quinlivan	Website
230	It is my belief that the gondola will be the most effective and weather appropriate mode of transportation, not to mention fastest! There comes a point when tires+asphalt+ice will ALWAYS fail.	Connor Kuhl	Website
231	As a resident of Cottonwood Heights and someone who grew up hiking and skiing in both Cottonwood Canyons, the increased traffic has been something that has caught my eye in recent years. While the amount lasting environmental impact that widening the road would leave concerns me, I do think that a gondola could offer a reasonable solution to transportation needs while protecting the environment and also enhancing the canyon experience year round.	Scott King	Website
232	Thank you for posting this information. I live in Holladay and am an avid skier, I would be highly be in favor of the gondola running up Little Cottonwood to ease congestion, pollution and it would be a great tourist attraction as well! Sizable investment up front, but I believe it would pay dividends in the long term.	Adam DeMill	Website
233	None of the alternatives appear to address non-resort traffic. Is this a public transportation service or a subsidy provided by the state to 2 private businesses? That should be clarified. If this is a public transportation effort, the vision for access to areas outside resort boundaries should be addressed. Timing should also be addressed - presumably since this a public project both the bus service and the gondola will operate 24 hours per day. Why are snow sheds not considered for the Gondola option? It seems like road access will still be needed for commercial deliveries, employees, residents, and those accessing areas outside the resort base areas. Neglecting snow sheds will not change the need for UDOT avalanche control to protect the road, unless the gondola option includes accepting reduced access for all those not accessing resorts. In general, I would like each of the options if they addressed the needs of the public and were not so obviously intended to simply force the state and citizens of Utah to subsidize Alta and Snowbird business development. Neglecting to address the needs of the non-resort-going public appears to be a fatal flaw in the descriptions presented so far.	Paul Diegel	Website
234	I think that the gondola is the most sustainable idea long term because it gets the most people off the road up to the resorts. I think enhancing the bus system or widening the road will likely not be as lucrative as providing two options instead of a wider road will prevent slowdowns from crashes and such. I'm all for the gondola and I don't think the other ideas would be as effective.	Andy Knoblock	Website
235	No gondola. This will give priority to ski resorts and leave climbers, bikers, backcountry skiers, and other recreational users - who care for the canyon AND already carpool - behind. This will also carve our precious land used for climber's access. Please maintain the beauty of the canyon through offering additional buses at all hours — many of us backcountry ski at 4:00am before work.	Blake De Vries	Website
236	As a local resident who is in the cottonwood canyons 3-4 times a week skiing, climbing, or running. I am highly against the gondola. I spend a large portion of my life in these canyons and never actual go to a ski resort. The gondola caters only to resort skiers.	Matt Palmer	Website
237	The gondola is the only solution and must be implemented as soon as possible. Gondolas like this are implemented the world over and this is the only solution that will actually work for the long term. Don't fall for widening streets! This will only induce more traffic, and the bus will still get caught in avalanche traffic. The gondola is the only solution.	Eric Bogin	Website
238	I strongly support the gondola option. This option would enable no vehicular access to the Canyon, improve local and international air quality, and improve the aesthetic experience of the Canyon. Please pursue this option. Thank you.	Aaron Ray	Website
239	It would be ideal to spend more money up front on the gondola system so that we are not having this same conversation again in 10 years, when we have an even larger population. Let's do it right the first time and save future selves some money, time and frustration.	Heather waldron	Website
240	Year-round gondola	Jaren Lockwood	Website
241	No Train More parking Free bus No tunnels Gondola seems reasonable	Joshua Sanders	Website
242	The roadway expansion w/ enhanced bussing seems like the best choice. The gondola would be fun but since that alternative still requires bussing to the mouth of the canyon and because it adds 20 minutes to the transit trip, it doesn't make sense as the best solution.	Aaron Benson	Website
243	I support the Gondola option.	Meghan Dutton	Website
244	In lieu of the REAL solution, which is rail, I support a mixed solution with a focus on the gondola component.	brian vansteenkiste	Website
245	I like the Gondula option. Does not widen the road, thus having a smaller impact on the surrounding woods. It would provide a different view of the canyon, instead of the inside of a bus.	Jared Blatnick	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
246	Let's focus one expanded parking and additional busses. The gondola will be a huge eyesore, take way too long to address and immediate problem and only be used part of the year. The busses could be used in other locations during off peak times	Matt Swaim	Website
247	Great to see trailhead parking expansion to get cars off of shoulders, however there needs to be collaboration with the USFS on the trails that these parking lots serve -100 additional parking spaces for red and white pine is ridiculous considering the extremely limited trail system. Build more trails to space out users. Everybody wants singletrack, but nobody wants crowded singletrack where you have to step off the trail every 3 minutes. This point is continually ignored in the EIS. The goal should not be to shove more users into the canyon with existing infrastructure. A gondola to only serve the ski resorts is absurd. The ski resorts should pay if that's the case. Build stops to trailheads to disperse users throughout the canyon. Nobody wants to spend an hour commuting 15 miles up the canyon. Widen the road to provide EFFICIENT transportation. People live in Salt Lake for easy access to the canyons. An hour from the transit hub isn't easy access. I also have a hard time believing the gondolas will run when the weather is bad (ie when there's powder / wind and the canyons are most crowded). Will the Gondolas run year-round? The EIS continues to ignore summer activities in the canyons and focuses on the money-fueled ski industry.	Rudy Rutemiller	Website
248	Please ensure protected and separate pedestrian AND bike lanes on Wasatch Blvd. This is a high-traffic recreation corridor, not a highway. Running, walking, or biking on Wasatch is currently so sketchy. Encourage bimodal transportation by providing safe avenues. Please put a gondola. It would create great revenue for udot and provide another wonderful tourist attraction to our great state! We need more world records here in Utah.	Conner Jorgensen	Website
249	Definitely support the gondola. We will need a lot more parking down there. And will this work during the summer? Like are you considering all the traffic during the summer? And are you going to start charging at the bottom of the canyons? That also seems like a good idea.	Sam Wright	Website
250	Gondolas have been proven effective and wonderful ways to travel in mountain areas around the world. Gondola riders would not endanger animals crossing the road, eliminating car/animal collisions for everyone on the Gondola. Gondolas would reduce pollution, especially if the power used is created in a sustainable way. Gondolas create a beautiful ride where we can enjoy the incredible beauty of the canyon. We do need options for stopping at trail heads not accessed from the ski resorts, so we either need more stops or allow vehicle traffic for non-resort traffic. PLEASE NOTE: It is essential to find a way to allow transition from car to Gondola base in the valley to be as efficient as possible. If the ride becomes longer than 60 minutes from car to gondola to resort, people will still try to drive even on days they should not drive. Also, the price must be reasonable, perhaps subsidized by fees to drive up the canyon. Finally, I go up the canyon 40+ times per year and having a season pass for car/bus/gondola would be important to keep from pricing us out of enjoying the public lands near our homes.	Alan Jones	Website
251	I favor increased bus service from Salt Lake Valley locations. I don't favor widening the roads to the resorts because it would be destructive to the canyon environment and would be too expensive. Same for the gondola, and even more so.	Amy Mills	Website
252	I endorse the enhanced buses with extra busses being added. I DO NOT endorse an extra lane going up the canyon. It will effect already established water shed lines and ditches. It also effects several parking areas for hikes and will be a huge additional cost. Busses will cost up front, but they will recoup the cost in fares. Put in a told for those who still drive.	Barbara Hansen	Website
253	I want enhanced bus service (more buses only) in Little Cottonwood. I do NOT want enhanced bus service in a designated shoulder lane. I do NOT want the road widened! I love the canyon and all the hiking and climbing and animal life do not harm this already fragile ecosystem!	Ashley Anderson	Website
254	I want enhanced bus service (more buses only) in Little Cottonwood. I do NOT want enhanced bus service in a designated shoulder lane. I do not want a train, I do not want to damage an already deemed fragile area! Hikers And climbers matter too and widening the road will only serve the resorts the canyon means more then sking!	Ashley Hansen	Website
255	I am not in support of widening the road in Little Cottonwood Canyon. More buses would be fine. No bus lane in the canyon. I am not in favor of any condemnation of private property, that is simply legalized stealing. I live below the mouth of the canyon and deal with the traffic issue, but I think the plans are not to benefit the community but to help the ski resorts make more money. How about limiting the number of skiers that can go to the resorts, it would enhance your experience at the resort and reduce the traffic congestion. This option would help everyone and preserve the natural pristine beauty of Little Cottonwood Canyon, and protect the watershed. A gondola might have smaller impact on the canyon.	Kyle Hansen	Website
256	Enhanced bus, expanded bus only lanes for peak times all the way ?? 1) if the transit hub is going to be at the mouth of BCC, why not run the gondola up BCC to Solitude and then up and over to Alta. While you're at it, turn left and go to Deer Valley, too. Go look at the Flexenbahn between Stuben and Zurs for an example. Re: the snow sheds, do what they do in Austria and leave the downhill side of the shed open. It eliminates it being a "tunnel" so none of the NFPA requirements apply. 12' lanes are too narrow, they should be 14'. Go measure the width of a current F150 or an Expedition/Surburban and you'll see why 12' was a great standard twenty years ago but is an anachronism today (yes, I have designed roads). Also, at 12' in a tunnel, you'll scare the hell out of most drivers going down hill so your 35mph design speed will be 20mph. Uphill won't be an issue because the drivers will drive in the middle of the two lanes, as they do now when the road is snow covered. How are you going to plow these tunnels? There will be snow coming in at both ends that will need to be removed. You need to straighten the alignment as much as you can. A curve leading to the downhill entrance of a snow shed is a nightmare- go look at the south bound side of the Great Bear Snowshed (aka "the smasher") on the Coquihalla Highway in B.C. And watch people navigate that. Scary doesn't begin to describe it when it's snow covered. Do it in LCC and it will be tow truck full employment time. A 30mph design speed is too slow, it's 40 now, why regress? You're moving dirt anyway, do it right and straighten the alignment, fix the sight distances and raise the design speed. One final thought - all this is a total waste unless you address two fundamental issues: first, the UTA cannot be allowed to run the POS busses they currently run. 20 mph uphill is unacceptable as it destroys any road capacity. As for downhill, can we get braking technology that was developed in the twentieth century? Carbon rotors anyone? Using brakes designed for flat city streets in LCC is criminal. Second, you have to plow the road. I mean really plow it, like bare, every time it snows. Scraping the ground with blades isn't good enough. Take a gander at the FAA manual for snow removal at airports. It's time for rotary brooms to be added to the plow trucks. Take a trip to Switzerland and watch what they do. Plow truck with a mid-mounted rotary broom and a sander on the back. Clears the road bare. The moment the road gets that mix of slush and sand on it the speeds drop to 10mph the capacity drops as well. The broom removes the slush that the plow can't. Oh, the cheapest easiest fix of all: ban 2wd vehicles and All Season tires in the winter. Require 4WD/AWD with real snow tires with sufficient tread. Go watch who slides off the road - all season tires, bald tires and the 2wd with chains in the trunk.	Ryan Short	Website
257		Peter Cullen	Website
258	I am in favor of option one, enhanced busing without the dedicated lane. I think this should be tried before either of the more invasion options. I think the snow sheds will really help. I have driven over Rogers Pass in BC many times in winter over the last 25 years and it is rarely closed for avalanche control work. And their terrain is much more extreme than LCC. I think the dedicated bus lane with require a lot of road cuts and fills and repack the canyon. The gondola is less impactful but costs a 100 million more and may not get the ridership you want because the necessary bus ride to get to the base. One more thing; could you please add a bus stop at the White Pine Trailhead. This is the main access point for backcountry skiers and allows us to access four different canyons for skiing, White Pine, Red Pine, Maybird, and Hogum. The parking needs to be expanded (doubled) and better and more frequent plowing as well. We really appreciated the plowing of the snow bank west of the entrance last season. It makes exiting the parking lot a whole lot more safer.	Richard Pimentel	Website
259	2050? Sorry but that is ridiculous. With the accelerating rate of technological advancement you have no idea what the transportation options might be in 30 years. We have problems now. What are we going to do to alleviate traffic, parking, public safety and quality of experience issues in the short term? 5 - 10 years?	Scott Mathers	Website
260	There needs to be trains up both big,little and Millcreek canyons.	LANCE WALLACE	Website
261	I do not support the idea of putting in a trim it would destroy so much of Little Cottonwood nor do I support making the lanes wider. Expanding busing is the only option that I am comfortable with. The amount of land the other two would destroy is not worth the gains. There's already limited parking that runs out so why do we need wider lanes. And the thought of making Little Cottonwood parking lot is ridiculous to me	MARisa Cones	Website
262	Yeah.... any of these will have "minimal" at best impact on the # of cars just stuck idling in avalanche paths. And thus any "enhanced" bus service is just going to take a back seat to that traffic. I don't ski at the resorts. Buses that don't stop where I want to go to access the back country don't help me not drive up the canyon. Same with a gondola that only stops at Snowbird and Alta. If the resorts aren't largely funding this.... you are wasting everyone's time and money. They are the problem here, and should be at least partially responsible for solving it, since that is where the money is going. People aren't going to use the bus unless it is "ridiculously" easy and frankly, mandatory, to get to a resort in one of the cottonwood canyons. I don't use the bus because there's no where to park to get on the bus and I live "on" wasatch blvd. There's nothing in this draft about making Wasatch Blvd relatively safe for pedestrians to access any "mobility" hub along wasatch, you just get to schlip it down the shoulder? There needs to be another parking structure at the base of LCC. The resorts need to build multilevel parking structures on their properties if they and UDOT aren't completely disallowing cars in the canyon to access their services. Long and short of it, the primary problem is the # of cars going up the canyon to resorts, and without a large parking structure at the base of LCC, that will 100% not change. You need to cater to the lowest common denominator. People are not going to drive all the way across the valley, or up from utah county or from wherever to park on Highland, and take a bus to LCC, get off and get on the gondola. They are going to do what they normally do, which is drive all the way to the base of LCC, and by the time they have driven for 30 min already, say screw it, and keep driving.	David Haak	Website
263	I would like to express my support for increased bus service without roadway widening in little cottonwood canyon (LCC). As a resident of Cottonwood Heights and an avid skier and climber, I have strong feelings about possible alternatives. Any expansion of the roadway in LCC would likely eliminate certain climbing opportunities. An example of this would be near mile marker 5, where there are current climbing areas directly adjacent to both sides of the road. Another example would be near the "stick boulder" also known as the hill area, where bouldering opportunities are adjacent to the road on the north side, and the river is directly adjacent of the south side. Any expansion of the road would thus reduce recreational opportunities and I would strongly oppose any expansion. I also would not favor the gondola due to the need to build support towers, likely reducing recreational opportunities. Additionally, this would significantly alter the views in the canyon. Finally, this option costs significantly more than the increased bussing alternative and without distinct advantages. This is not a prudent use of government money. Hey there, as a resident of the Wasatch Resort in Little Cottonwood - I'd like to chime in.	Zachary Niemeyer	Website
264	Enhanced bus service, roadway improvements, and more PARKING options are the optimal solution. The gondola will have tremendous visual impacts to one of the most beautiful canyons in the world - and still requires huge improvements to parking and bus options to make feasible. The gondola would be huge mistake - and forever change an amazing place for future generations.	Sam Grenlie	Website
265	No Gondola it would ruin the canyon views no widening some snow sheds minimal and buses every 5 minutes not 10	vince Coley	Website
266	I support the gondola option. However, the buses must be timed to arrive precisely every six minutes, and three gondolas per bus would move people efficiently. Additionally, encouragement for spreading arrivals should be emphasized to avoid long lines on the lower-capacity gondola. I am excited to see how the planning and execution of the project continues.	Andrew Clevenger	Website
267	I believe buses are a short term solution. I think we all need to look at a long-term solution like the gondola or a light rail. There used to be a train going up the canyon.	Vikki Nelson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
268	<p>What is the expected cost per travel day to the user of the gondola option?</p> <p>Currently ALTA offers the Wasatch benefit for early buyers that gives free access to bus. Will this also be an option for gondola?</p> <p>In general, in our car-centric society, for something to work it needs to be the most convenient option. That is the (unfortunate) reality. If easier for a car of 4 to drive to the top than to offload, get on bus, then to gondola, and if skiing at Alta, then another stop as folks off-load at SB.</p> <p>Has there been an analysis done of the group size (such a family size or companions) jointly taking public transit versus driving?</p> <p>We certainly want whatever solution to be successful, while also not just increasing the load. I could imagine this just results in increased usage of the ski areas and not result in a shift of how people get up the mountain. There has to be an "incentive" to use the alternate of driving from home to the parking lots at Alta or SB. Even with waiting in the snake, people probably find that more convenient to adding two or three stops to their trip.</p> <p>Are the travel time estimates calculated under realistic loads?</p>	Robert Welsh	Website
269	<p>In order to address the traffic issues in little cottonwood canyon, road improvements must be made. This is necessary for safety and versatility. The road is dangerous and even a minor auto accident in the can can lead to sever congestion and more complicated conditions. During adverse conditions, 4x4 or chains must be required and enforced. Increased busing is a good idea in conjunction with road improvements though it will not be effective enough by itself. A gondola should Definitely NOT be pursued. It is a waste of money, it will not solve the problem as it only moves the congestion further down the canyon. A gondola will not see enough use to make it worthwhile and it does not support social distancing. A gondola and its construction would also be very intrusive to the natural landscape and wildlife habitat in addition to being useless for the many reasons that require vehicular access. NO GONDOLA!</p>	Scott Howe	Website
270	<p>I am writing to express my support of the proposed Alternative Site- La Caille Base Gondola system in Little Cottonwood Canyon. I believe it is the most prudent design choice because of it's carbon neutral design, advantageous placement, and land-conscious improvements. The need for an alternate transport systems in LCC has been apparent for some time, and I believe a new system that works together with existing public transportation is the solution.</p> <p>Please do not eliminate all roadside parking in Little Cottonwood Canyon. Doing so would severely reduce access to a number of trailheads and climbing areas that are frequented during the warm months.</p>	Anna Roberts	Website
271	<p>In addition, the Gate Buttress parking area is frequently filled to capacity during climbing and hiking season. Reducing the number of available parking spots from 30 to 21 would only make this issue worse. If roadside parking is also eliminated, not only will the parking issue get even worse, there will be no reasonable way to access the area when the lot is full since the buses will not stop there.</p> <p>One potential solution is to modify the summer bus route to include stops at more popular summer destinations including the Gate Buttress.</p>	Carson Darling	Website
272	<p>I like the Gondola option because the other two just add more vehicles. If you are going to add more busses, then I support widening the road so they can have a dedicated lane. That will make the bus more attractive to folks who might otherwise drive their car. Tolls for single occupancy vehicles would also be a good idea</p>	Amy Urbanek	Website
273	<p>Thanks for the great efforts to resolve the devastating impacts up LCC due to the mass influx of people in the valley, now all wanting to ski. As a born and raised local I have witnessed this wave of impact. My first vote would be Gondola however how will one access climbing areas, and multiple key access points along the road? My second vote is increased bus, assuming they are clean fuel/electric battery (which I don't think they will be). Please clarify these two points on these two options if possible. Thanks again. Chad</p> <p>The draft alternatives document shows a suggested alternative of "Plow trailhead parking." This suggestion was discounted in the column "Does not meet project objectives." The statement of primary objective includes "one primary objective for S.R. 210: to substantially improve safety, reliability, and mobility..." Safety is a primary objective. It is a safety issue to get cars off the side of the road and into an available trailhead parking lot. Plowing those lots is a low-cost, reasonable request to accommodate hikers and snowshoers.</p>	Chad Ambrose	Website
274	<p>Regarding the frequent buses versus the gondola idea, I would favor more frequent buses, and perhaps a bus-only lane. That provides much more flexibility in frequency and stopping places. There needs to be more consideration give to those who frequent the canyons, but their destination is not one of the major resorts. There is too much focus on just access to the ski resorts.</p> <p>Thank you for the continued work to improve transportation in our treasured canyons.</p>	David Lewis	Website
275	<p>It seems you have narrowed to three ideas that will be great when 1978 arrives. I suppose if you completely block all recreational canyon traffic, then Alta and Snowbird would fund the \$400 million (probably \$600 by construction start) for a gondola since it only serves them. Eliminating all recreational traffic would also eliminate trailhead parking issues. Luckily, the more affluent people who live on the benches appreciate large parking structures and larger vehicle traffic, so they will enjoy the buses and concrete.</p> <p>It seems that all options are failures. I will be curious to see what happens in LCC this winter now that Alta and Snowbird have added themselves to the unlimited Ikon that has made a mess at Solitude in BCC. The mess of these canyons has caused me to mostly abandon skiing in the Salt Lake City area and travel to other ski resorts for new experiences, so I will not be renewing Alta-Bird passes. That's one group of travelers off the buses and canyon roads, so it should help.</p>	Joseph Schmidt	Website
276	<p>I think you need to be thinking about canyon usage as more than just ski resorts and the main trailheads. There are climbers, hikers, snowshoers, mountain bikers and backcountry skiers that are also traveling in the canyon and parking in the canyon. To eliminate roadside parking really restricts these activities especially if it is year round. It also will encourage more pedestrians hiking on the road from parking areas to the recreation areas. I also worry about the expanded road option and what it would do to the bouldering areas in the canyon as many of these are near the road.</p> <p>Also- Where would the gondola towers be located? What climbing/hiking impact will those have? What's the load/unload plan for the gondola? And why not have mid stations as more people than just those using the ski resorts might consider riding it.</p>	Amelia Wilson	Website
277	<p>with the third option, i don't like that the major parking lots are so far away. one would have to get on the bus to get to the gondola base station. kinda defeats the purpose. I love the gondola idea but don't think it'll be as amazing. perhaps a parking lot at the base station so one could walk right to the base station would be awesome.</p>	Jim L	Website
278	<p>I am more in favor of the expanded shoulder and enhanced bus approach. Having dedicated space for pedestrians and cyclists during the summer seasons is a huge improvement to the canyon. I also feel a bit like a gondola would put unsightly towers and cables running up the canyon.</p>	Danny Staten	Website
279	<p>I wish you would have Ariel transport between park city and Little cottonwood. If that can't be attained then a gondola from the base of lcc. We need something that doesn't use the road.</p>	Sarah Langridgr	Website
280	<p>Please don't do a gondola, it's so limited in it's function. It will only be useful for a few hours during a dozen powder days each year, and then the rest of the year they will sit empty. The gondola will look terrible and take away from the beauty of the canyon and the money will not be well spent. Between these proposals, only additional busses makes sense. But 1 bus every 10 minutes isn't going to be enough honestly. From 8:15AM to 9:00AM, run a bus every 2 minutes. That's the only way to handle the capacity and actually get people to use the bus. Also, the parking structures have to be 1) big enough and 2) easy to use. In other words, parking and getting in line for the bus should take less than 5 minutes, and exiting at the end of the day can not be difficult or slow.</p> <p>How come a train/tram system wasn't proposed?</p>	Eric Johnson	Website
281	<p>I think the Gondola and extra road space is a great idea. What if two stops were added to the end of the gondola at solitude and brighton so the gondola not only helps LCC but also BCC, if the gondola continued up over the mountain separating the two.</p>	Anthony Hockenberry	Website
282	<p>My husband Clayton and I prefer the option of adding extra busses. It is the most cost effective and has the least negative impact on the canyon's natural landscape.</p>	Sherry Wilkinson	Website
283	<p>Please go with the gondola plan. The canyon is too narrow for cars and buses. And it is definitely too narrow for vehicles and bikers to share the road. Ban cars and bikes on that road altogether.</p>	Lucy Houser	Website
284	<p>I would like to see the gondola option approved. In addition I would recommend that something be done to mitigate traffic coming from the south. There is significant traffic coming from draper and other cities down south that Little Cottonwood Rd is unmanageable and prevents me from getting to my house. If there were also a parking lot and shuttle system down south that would be ideal. Nobody is going to drive to the mouth of BCC to only backtrack on a bus and gondola.</p>	David Tillotson	Website
285	<p>I am strongly in favor of the Gondola option (option 3) It seems the environmentally friendly and a path to a more eco friendly sustainable system.</p>	Alexis Crellin	Website
286	<p>I am in favor of the gondola option. I believe this will reduce noise, be more cost-effective, be a better year round alternative and reduce the traffic the most in the canyon. It will also reduce the air pollution in the canyon significantly more than buses.</p>	Jon Paulding	Website
287	<p>The Gondola option seems to be the best option for high traffic with reduced impact to the canyon. I also think the gondola would be a very interesting addition to the Utah ski experience. A unique thing about skiing in LCC. Maintenance is lower cost, less impact to properties and trailheads, and no snow sheds needed.</p> <p>Thank you for the comprehensive analysis of various alternatives. As a Snowbird Resort employee for the last 15 years, I have watched our canyon become more and more crowded. I have also seen the impacts of a changing climate on our snowpack and the mountains. I am inspired by the collaboration to create these alternative visions and look forward to continuing to contribute to the process through informed commentary. My immediate reaction is that this complex system is going to require ongoing monitoring and adaptation. The depth of research into each proposed alternative shows that it may require a hybrid of these ideas to really create a solution that serves the end goals of reducing single occupancy vehicles and excessive traffic delays, while maintaining access and protecting the natural environment we all come to the Wasatch to enjoy. The proposed gondola seems to be the least compelling option due to the competing interests of convenience, expense, privacy, and land protections. It does not seem to adequately allow for a long term solution that is scalable, as the system is static and presents myriad logistical challenges both in installation and maintenance. The proposed cog railway systems are intriguing, but the cost and potential environmental impact seem too great. It is also a less flexible and more maintenance intensive alternative that could not be easily dismantled if future solutions are presented.</p>	Terra Reilly	Website
288	<p>Therefore, it seems that a combination of snow sheds, managed lane system with overhead signaling, strategically placed PPSSL, and enhanced bus service originating from mobility hubs seems the most reasonable solution. This would be also combined with modified trailhead parking and other methods to reduce single occupancy vehicles (tolls/rideshares). I believe the resorts and town of Alta have a vested interest in this project and need to be willing to contribute financially to the development and implementation of proposed alternatives, as they are direct beneficiaries of improved canyon traffic management. Backcountry and wilderness access are critical components to consider when selecting a transportation alternative. Enhanced bus alternative will have to account for user groups that want to access trailheads on off-peak hours by offering early shuttle service (5-6am). This could be smaller busses perhaps or a large van. There is a growing segment of the population that appreciate unmitigated natural experiences and want to explore under their own power, once they reach a trailhead. Promoting this kind of dispersed use through offering attractive transportation options and reducing vehicles in the canyon is imperative. Along with this would be having peak hour and near-peak hour bus routes that stop at specific trailheads to collect or distribute these users during the daylight hours. Perhaps one bus every hour that diverts to these trailheads would be reasonable. It is also important to consider how these alternatives would be employed in the summer months, as growing hoards of users descend on the canyon. Due to changing climate and user demographic it is reasonable to assume that eventually, non-snow activities may overtake on-snow activities. I will close by saying equitable access to mountains for all communities should be woven through the selection of proposed alternatives. Low income populations need to be able to have reasonable access to the mountains and should not be discouraged due to onerous fees or implicitly exclusive practices of transit alternatives. Thank you again and I look forward to seeing the next steps.</p>	Sean Zimmerman-Wall	Website
289	<p>I am commenting primarily from a backcountry skier perspective and the gondola would be my first choice, by far. After a long day in the mountains, sitting in a gondola vs driving down the canyon would be much preferred—especially if weather is bad.</p>	Gerald Hicks	Website
290	<p>If the Gondola option were extended to a large parking lot, that would be a very attractive solution for both the resorts and skiers alike. Also, consider giving priority access to the Gondola to those arriving by public transit. Also consider reserving time slots for nominal amounts of money (e.g., \$5) on the Gondola to encourage spreading out arrival times. Like Disney FastPass+, the reserved time slots might occupy about 70% of the available travel slots so as to allow the "Standby" line to continue to move. Ditto for any buses that are supplementing the Gondola during peak times. Time slots at "off hours" could be priced lower or free (no charge for the time slot reservation).</p>	Glenn Ricart	Website
291	<p>In order for the gondola to be viable and successful, I recommend that you figure out a way to locate the parking lot closer to the base station.</p>	Kyle Greenberg	Website
292	<p>Why is the policy always "cram more" into parks, canyons, etc.? Consider limiting access to a reasonable number of people.</p>	Merry Lehtinen	Website
293	<p>I am supportive of the option of a gondola in Little Cottonwood Canyon to alleviate traffic.</p>	Kary Christa Smith	Website
294	<p>Out of these 3 options the only one that seems like a helpful situation is to have a dedicated bus lane all the way up LCC. I believe we should also have a scaling toll system with a no stop toll booth that reads a transponder or bill by plate with incentives for carpooling and adjustable base rates for off peak and off season use. Toll Proceeds going to improve, protect and maintain LCC and BCC respectively.</p> <p>A gondola would ruin the canyon in my opinion. And would be nothing but a headache.</p>	matthew rocha	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
295	We have lived at xx East xx South for 21 years. We love Little Cottonwood Canyon and are tremendously interested in addressing the traffic problem and want to see the solution protect in perpetuity the quality of our watershed and the entire ecology of the canyon. The ONLY alternative that makes any sense to us is the Gondola with the LaCaille Base Station option. In the time we have lived here, there have been dozens of instances during the winter when the canyon closes and our neighborhood becomes a parking lot with vehicles waiting to get up to the ski resorts. ACTION must be taken now - we cannot wait. The gondola solution works all over the world. It is very competitive in price, it is far superior regarding environmental impact and in addition to addressing the traffic iss ues, it will become a significant economic benefit. Added nose to nose busses or building a bigger road requiring snow sheds makes NO SENSE to us. Thanks for taking our comments. The Hartmans	R Daniel Hartman	Website
296	Gondola all the way.	Chris Koogler	Website
297	I served as Mayor of Sandy for 24years and took a tour of the differential modes of transportation to the Resorts and canyons	Tom Dolan	Email
298	Gondola seems feasible, bike lane issues still need to be addressed	Craig Powell	Website
299	Please just build a parking garage and then add more busses. Maybe add signs that tell people when the lot is full at the bottom of the canyon instead of at Solitude and snowbird	Alec Quick	Website
300	As someone who lives alone just off Wasatch blvd and grew up in Salt Lake, I don't like the idea of being forced into shared air space for any amount of time during winter which is historically flu season. COVID raises new concerns. UDOT would become liable for illness. I should have the option to travel to the resort without risk of getting sick. Everyone already has cars, let them drive up the road and don't let the resorts over load the roads. More buses won't eliminate private cars which clog the canyons. We already have enough cars per person we don't need buses at all with ride share apps. This is a big taxpayer funded waste. Work on avalanche mitigation improvements to keep LCC open and make both canyons toll roads. Make all cottonwood canyons resorts impose daily capacities and provide plans for handling traffic, without causing delays. Enforce penalties if they do. Post signage at the bottom of the canyons when resorts are at capacity and turn new traffic around. Don't waste millions of dollars of tax payer money on buses or public options. This can and should be managed as a surplus to the tax payer. If you watch Warren Miller ski movies from 40 years ago LCC traffic was just as much of an issue then as now. Some of the folks looking at this are too narrow sighted. Historically keeping LCC road open has been much more of a problem than public transit. Single persons need to be taken further into consideration. I live in Utah for access to recreation. This type of wasteful over reach beyond regard for anyone's health or safety would force me to move somewhere more remote where I still had a sense of freedom.	Jason Shields	Website
301	I am writing in support of the Little Cottonwood Canyon Gondola. I think it would solve many of the transportation issues and be an asset to the community.	Mike Williamson	Email
302	Yes to gondola.	Stephen Spanos	Website
303	I would like to see a rack and pinion train connecting the mouth of the canyon with stops at each of the ski resorts and down into Heber City.	Justin Neville	Website
304	I vote for road widening and a dedicated transit lane.	Dixie Peeler	Website
305	I would select the "enhanced bus with roadway widening" option because it is the fastest time to the resorts. I don't like the gondola because of the long term maintenance costs and it is not any faster. One thing I didn't understand is if the busses would allow backcountry users to get off at their desired stop; or, if the busses would only allow users to get off at the ski resorts.	Diane Whittaker	Website
306	I support Option 1. It is the least invasive and most closely preserves our canyon and local environment the way it is.	Richard Scott	Website
307	This is excellent work on the alternatives. While the study looked at the costs, did you consider the alternative impacts on climate impacts? Also, how would the various alternatives deal with people who desire to travel part way up LCC to go hiking? Would those people be allowed to drive? How would this be monitored? A really big question: What about Big Cottonwood Canyon? Aren't the same issues present? If a change takes place with LCC, would the next project be to look at BCC challenges? Keep up the great work.	Howard Bornstein	Website
308	I am strongly in favor of the gondola option. I don't want to see the road widened in the canyon and want to preserve the creek and watershed. Additionally, the quiet nature of the gondola makes for a nice experience for those within it and a quiet experience for those beneath.	Steven Brophy	Website
309	My thoughts on the challenges that we are facing i LCC SR210 are simple. As a person that has enjoyed the canyon and Snowbird for nearly 20 years, i want to express that i understand the importance of Snowbird being profitable, but I think that during this past winter the IKON pass had a negative effect on both the parking and resort experience and that some kind of forced limits could be constructive. Second, in observance of the traditions of backcountry access for Climbers and Snow Enthusiasts, backcountry access should remain a priority for any canyon plan. And, lastly, I support electric busses and am not enthusiastic about a gondola service.	Ryan Wedemeyer	Website
310	We should not widen the roads or ruin the view of the canyon with a costly and obstructive gondola. This is a waste of taxpayer dollars. The issue of high traffic only occurs on the weekends in the winter when skiers are trying to get to Snowbird and Alta. The ski resorts need to foot the cost of a solution. There are less costly and impactful means that can be explored. For example, skiers can not go to the resorts without a pre-pair designated parking spot for the day or must arrive on resort funded shuttles/busses. Let all others going to enjoy the canyon but not to the ski resort drive or take another designated bus. Do not destroy our canyons. There are better alternatives.	Mindie Emmertson	Website
311	I am for option #3 with Gondola access to little cottonwood canyon. Looking at the report of the alternative it will be the lowest cost and provide the most capacity of the 3 options. I also believe that the gondola transportation would be safer in dangerous snow or storm conditions, provide a more relaxing ride and be a novel mode of transportation for locals and tourists visiting Utah. I would also be in support of increased busses and peak period extra lane use. -Please consider Big Cottonwood canyon and increased parking and services at the initial transportation hubs. These areas could also be invested in by the resorts themselves to provide services at the base of the canyon so that customers could have a more streamline and enjoyable time enjoying themselves.	Nathan Simpson	Website
312	Gondola! Please don't underestimate the increased business to offset the costs. The current road closings and required public transportation are keeping MANY away. We've had terrible experiences even with great skiing.	Steve Liberman	Website
313	Of the alternatives described, the steel-wheel train would be the sexiest, most civilized and would -- intentionally or not -- become a tourist amenity of its own. The rubber-tire, more-buses solution is too inside-the-box, and yet still fairly close to the cost of the gondola. So the gondola solution is the best choice -- less than half the cost of the train, with an acceptable ride time, and would also be its own year-round tourist draw. SR210 either becomes closed to non-resident winter traffic, or has a steep toll for skiers.	Jim Pettegrew	Website
314	I like the Gondola option over the other two. I personally think it would be less disruptive to the road improvements and also has the potential to reduce traffic up the canyon. One suggestion I would have is add a stop for White Pine trailhead so hikers can use the Gondola as well as skiers. It would also make it usable 12 months a year and continue to reduce traffic up the canyon	Steve Slessinger	Website
315	Gondola, no question.	Maile McKain	Website
316	Build a high speed gondola system	Dakota Ruse	Website
317	Snow sheds are a must. It would alleviate closing to canyon every time it snows. Not sure why this wasn't done years ago. More buses and parking for bus riders. The gondola doesn't make sense to me at all. Bottom line is do something now!	Martha Scott	Website
318	I think the gondola is the best plan but the gondola plan laid out here has some major flaws. It needs to go up to both snowbird and Alta and needs to have parking at the base. No one will ride it if you have to take a bus to get there, then get on a gondola, and finally get on another bus to get to Alta. Whatever plan is chosen, that form of transit should continue to run during the summer with as many people as there are in the canyons year round.	Robbie Kosinski	Website
319	As a Salt Lake City resident and skier I strongly support the gondola option as the most sustainable and cost effective.	Adelaide Corey-Disch	Website
320	Hi- Based on the plans for number of people per hour and estimated transit time, it looks like there will probably be more busses. One thing that isn't addressed is the energy source of the busses- diesel, gas, electric. Although it would be more expensive initially, it would be good to have the bus service electric to help the air quality. The electric service infrastructure could be incorporated into the transit hub. What you composed made a bunch of sense. But, think on this, suppose you composed a catcher title? I mean, I don't want to tell you how to run your blog, but suppose you added a title to maybe get a person's attention? I mean Home - Little Cottonwood EIS is a little boring.	r p	Website
321	You should peek at Yahoo's front page and note how they create article headlines to grab people interested. You might add a related video or a related pic or two to grab readers interested about what you've got to say. In my opinion, it might bring your posts a little bit more interesting.	Bridgett Abe	Website
322	I have studied the proposal by Chris McCandless for the La Caille base station option for the proposed gondola in Little Cottonwood Canyon. This optional proposal personally impacts me to a great extent, so I wish to briefly comment. I am one of the managers of the Despain farm at the mouth of the canyon. I live at the farm, along with my sister and brother. We own 5 residences that would be adjacent neighbors to the base station proposal. As a mountaineer, I spend a great amount of time climbing, back-country skiing, hiking, and bicycling in Little Cottonwood Canyon. The opportunity to walk to the base station and ride the gondola to the upper canyon is very appealing to me. I have watched for many years as the traffic in the canyon has exploded. The traffic jams at my house make the road difficult to use many winter mornings. The pollution is terrible. If we could get more people using the gondola and out of cars, we could improve these issues. I studied at the National Avalanche School, where we were trained on, among other things, avalanche hazard to fixed structures such as roads and utilities. Snow sheds such as those I have used at Rodger's Pass in British Columbia and Red Mountain Pass in Colorado can help prevent danger to vehicles and passengers through slide paths, but they also increase danger due to reduced visibility, lighting, and slick surfaces, requiring engineers to trade off and balance this danger to property and life both with and without the snow shed. Widening the road would have an environmental impact as well. The Gondola could operate during periods of high avalanche danger, allowing UDOT more time to safely clear the road for delivery vehicles that can't use the gondola, while keeping the resorts and back country users access open and safe. Good alignment of the towers would be necessary to reduce visual impairment to the beauty of the canyon and avoid avalanche hazard.	Eric Despain	Email
323	I have seen solutions to similar access and safety problems around the world, from climbing Huascaran in the Peruvian Andes using burros for access, to the volcanoes and Alps of Japan, to British Columbia using helicopters to start week long ski traverses, to Colorado's Red Mountain Pass, to more summits that I could list in the European Alps. One good example is the access to the beautiful town of Zermatt. Skiing down the Matterhorn at the end of a week-long tour from Mont Blanc, one is greeted by pedestrian streets full of people walking and perhaps a rare vehicle. People either take the train right into town from anywhere in Europe, or park a few miles down canyon and get on the train there. If you visit, you will find it a jewel to have the traffic jam gone. I took the train back to the airport and didn't need a car. Another example is Grindelwald. Here, the Monch, Eiger, and Jungfrau tower above the valley. To ski tour the Berner Oberland behind them, one takes the Junfraubahn to the pass by the Monch. I skied off for a week of climbing and touring the range, skiing out to the little town of Blatten at the end and taking the train back. In Chamonix, the Aiguille du Midi tram takes thousands of visitors each year high on the Mont Blanc Massif, enabling hiking, climbing, skiing, or just enjoying the view at the top, without the need for a highway up the mountain. I think the gondola, perhaps with a link to the light rail down to the airport and down town, would be the best solution for LCC. As a direct neighbor, I look forward to using it extensively and leaving my car in the garage. Please make an efficient access to the white pine trailhead from the gondola, and you will cover 98% of the back-country users as well. Below white pine, if users can still drive to Lisa Falls and the power house, you cover almost everyone. There are a few tours that can end mid canyon on the highway, where people typically hitchhike out.	Thomas O'Meara III	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
324	I live on the land adjacent to the proposed base station for the gondola and currently co manage the farm on which the base station would be built. I am in favor of the proposed gondola base station and would like to explain some of the reasons for my support. My great great grandfather, Solomon J Despain settled this land under the direction from Brigham Young. His second wife, Susan Dean, (from whom we are descended) lived on the land and raised her family there. Susan's eldest son, my great grandfather Lewis Edgar Despain, "Ed", along with his wife Annie "Butler" Despain, stayed and farmed this land all their lives. Ed ran "the Jitney" (a car that ran on railroad tracks) up and down the canyon for decades. The Jitney was originally pulled by horses and mules. They would drag logs behind the Jitney on the downhill ride to act as brakes. Later the Jitney was motorized. Ed and his sons hauled supplies to Alta and hauled ore out of the canyon. Ed's son Elbert was the first Mailman in Little Cottonwood Canyon. His mail route was called the "Star Route". His descendants still deliver the "Star Route" and it is the longest family run route in the USA. Ed's son Verne, (my Grandfather) was an engineer with the forest service and was instrumental in designing the safety features for ski lifts. The Utah historical Society has a picture of Verne sitting on a ski lift chair at Alta. The picture says it is Al Despain, his brother, but it is actually Verne.	Susan Despain	Email
325	I give you this background because the family connection to Little Cottonwood Canyon runs deep. The family has been involved with transportation and industry in the canyon since the earliest pioneer days. Considering our family history It would be wonderful to be part of the next chapter! Please choose the gondola!	Eric Rosen	Website
326	I moved from Durango Colorado to Holladay Utah in 1976. In 2003 I got the opportunity to build my dream home in a beautiful location right in the mouth of Little Cottonwood Canyon. I have been an avid skier and user of one of the true gems in Utah. Little Cottonwood Canyon has seen changes for good and for bad over my life time. However, with the Little Cottonwood Canyon Transportation proposal for a Gondola, I believe this change will be for the good of the canyon in the long run. Living in the mouth of the Canyon has truly been a blessing and a curse...The convenience most times out weighs the canyon traffic...However, in the winter...That changes from just being able to get from point A to B...and home again...	Gary Napel	Email
327	I have been following the different names of all the Wasatch Accord-meetings from the Wasatch Mt accord ..to the Central Wasatch Commission. I believe the only solution that Checks off all the Boxes for the Environment, Safety, Technical and Public Financing is the Gondola. I would Gladly support this endeavor if and when it is approved. I am aware of the proposal to move the suggested Gondola Base Station from the Park and Ride area to the chain up area to the west. I am in favor of the proposed move to the chain up area. I believe the Gondola approach is by far the best solution. This solution was proposed during the conception of Snowbird Resort and at the beginning of construction of the first lodge at Snowbird. In hind site it is a travesty that those plans didn't reach fruition at the time Snowbird was in its infancy. Had the Gondola been built at that time, Utahns could have built it at a lower cost, experienced less canyon traffic, less pollution from the current modes of transportation going thru the canyon for the last 50 years, and have had less headaches with homeowners who now have homes at the base of the canyon. If we finally get the optimum solution this time around, it will be a really smart decision for the environment and the Gondola will be less expensive to maintain than the other solution. I think the maintenance cost factor is huge benefit over the alternative plans. The Gondola is right in the middle price wise for construction, but the ongoing cost of maintenance should be a priority in this decision. Once the construction costs are satisfied, then its a done deal, but maintenance costs go on into perpetuity and that's a long long time. Obviously the Gondola is the most cost effective approach, the most environmentally approach and the most aesthetic approach. GONDOLA seems the perfect answer to this 50 year old vexing problem.	Bette Richins	Website
328	This would be fantastic!	John Temple	Website
329	I think building a gondola would be an excellent idea. And fully support the construction of a gondola.	Sarah Patton	Website
330	I have followed this process for a number of years because I love using Little Cottonwood Canyon. I grew up snowboarding at Snowbird and love any chance I can to enjoy the Canyon. Little Cottonwood Canyon is getting more and more year round use and the proposed Gondola seems to be the best idea for all parties involved. It has the lowest long term capital requirements, provides safe year round access to the most amount of users and will dramatically reduce winter traffic. I would love to spend time on the Gondola instead of driving to truly capture more of the beauty Little Cottonwood Canyon has to offer.	Patrick Egbert	Website
331	I think the gondola is a great idea. I think it provides safer access for traveling up the canyon on snowy days, less vehicle emissions, and it sounds like a fun and scenic ride!	Matt Blank	Website
332	I'm in favor of the gondola option.	Matt Elsholz	Website
333	I support the gondola for transportation in Little Cottonwood Canyon. It's more environmentally friendly and easily wheelchair accessible.	Kara Eichelberger	Website
334	I grew up at the base of the canyon and love the area. I have a thorough understanding of the challenges that the canyon poses. In the ideal world, we would have the canyon to ourselves with instant and painless transportation to any detestation in the canyon. We need to realize that this is impossible. We need to find a solution, whatever our viewpoint, that maximizes the outcomes of ALL stakeholders. It is very clear to me that the gondola is the clear winner. I understand that the UTA has built its reputation by building roads, but we need to look to the future, not the past. The gondola boasts a longer usability period, operation under all weather conditions, and it achieves this at a realistic cost. This will be a unique undertaking, that will create amazing experiences. This is what us younger generations desire.	Jason Stowell	Website
335	I support the gondola because it's more environmentally friendly. :)	Mila Smith	Website
336	Improvements to S.R. 210 in Little Cottonwood Canyon have been needed for years, primarily for reduced traffic and safety. The Gondola project will alleviate both traffic problems and safety risks in the canyon's current configuration. Adding the gondola will reduce environmental impact and allow for a richer experience for those trying to make their way to Snowbird and Alta, especially on days with icy roads. I support the gondola completely.	Chad Latimer	Website
337	I support the gondola alternative project to help reduce traffic slowdowns and safety risks. I hope this project will be approved!	Cindy Latimer	Website
338	I support a Gondola up Little Cottonwood Canyon	Nick George	Website
339	The gondola makes way more sense when it comes to people per hour, as well as an environmentally friendly stand point. Plus it's just a way cooler experience than a bus.	Cory Stephens	Website
340	Put in a gondola, it'll be slick!!	Lincoln Pearce	Website
341	I believe the gondola is the superior option. It provides greater access to the canyon and eliminates the number of cars and pollution in the canyon. I think there are changes that could further enhance the gondola option.	Matt Ireland	Website
342	I'm in support of the gondola option based on its low impact on the environment and its increased safety and accessibility.	Zach Nash	Website
343	I completely support the Gondola base at La Caille. This will be a great year round experience that will not only help with the horrible congestion up the canyon but will also create a unique destination that will be great for locals and tourists alike.	Jenny Latimer	Website
344	I think the gondola is a great idea! It will provide greater wheelchair/disability access, and is more environmentally friendly. As a frequent Alta/Bird skier, I will definitely utilize a gondola.	Clare Gyorke	Website
345	I have been going to Snowbird for years and I love the idea of a gondola!	Hailey Smith	Website
346	I like the Gondola option best with the road widening second. As a parent trying to get kids to ski classes on times on snowy and busy days I think that could provide a guaranteed way to get to the resorts. I also like the reduced traffic in the canyon. I'd be keen to know if the Gondola could run in all weathers? For the summer, would the Gondola also run? I like to hike, run and bike in Little Cottonwood and less traffic noise would make the place feel more special. It would be great if there could be a hiking/mountain bike trail all the way up the canyon along the Gondola route. Great to see these good ideas.	Donald Hinks	Website
347	I have been a season ticket holder at Snowbird for over 30 years. The last several years have been almost unbearable due to traffic. Some days I just decide not to even try to go to Snowbird knowing what the traffic conditions will be like. That is really frustrating when you purchase a \$1,000 season pass. Gone are the days when skiers and riders can access the canyon by vehicle with any efficiency, park conveniently, or enjoy the canyon on a snow-day without hours of delay both up and down the canyon. There is way too much traffic in Little Cotton Canyon in both winter and summer seasons. This last year I began using public transportation by catching the 192 Bus that accesses the canyon. On many days the bus would drive right by me because it was already full. In addition, the bus would also get in the traffic going up and down, and in order to avoid it coming down, I would have to cut my ski days off early. The traffic is just too much and it takes much of the enjoyment out of the day - and often defeats the purpose as to why we ski in the first place - to get away, relax and enjoy something different. Instead, I find myself often feeling frustrated and wanting a different solution. I am so pleased to learn that plans are being implemented to incorporate a Little Cottonwood Canyon Gondola. An uninterrupted ride to the resorts would be amazing in every way. The safety of the canyon road would be drastically improved, pollution would decrease, resort parking problems would be eliminated and our mountain experiences would be drastically improved. I am very much in favor of using the LaCaille property as a Base Station. There are two very efficient accesses to LaCaille, from the South, and from the North and public transportation could access this location easily, as proven by the canyon transportation that already exists. In addition, it is perfectly aligned to the west of the Little Cottonwood so as to minimize directional transportation stations. The canyon could be accessed even under conditions where the road needs to be closed due to its location at the base of the South facing slopes. The gondola can travel in almost any snow condition. I am already excited to think I can conveniently access the canyon resorts without the frustrating, white knuckle drive and the frustration of the parking situations. Then in the Summer, I can see myself accessing the mountain trails for hiking and biking while at the same time using clean efficient transportation. Also, think about how great it would be for the cycling community to be able to access that incredible mountain road with minimal traffic. These are some of my many reasons I am supportive of the Little Cottonwood Canyon Gondola project. I hope UDOT will get behind this project with 100% of its support. It is the right thing to do for Little Cottonwood Canyon and Utah. Just think about what an Iconic tourist attraction it would be for our State. Someone could get off an airplane at our new world-class airport, jump on our clean and attractive light rail system, transfer to a bus, and be on the gondola in 40 minutes or so. How cool is that? I'm in.	Brent Lange	Email
348	Gondolas are the best option. Better for the environment, longer lasting, and more accessible.	Meagan Downey	Website
349	I support a gondola.	Lisa Hall	Website
350	I support the gondola up little cotton wood canyon.	Gianmarco Pinton	Website
351	I like the gondola option. Gondola to decrease pollution, cheaper.	Kim Goebel	Website
352	We are a group of volunteers and opening a new scheme in our community. Your site provided us with valuable information to work on. You have done an impressive job and our entire community will be grateful to you.	Clarita Holmes	Website
353	Gondola is the best option for the short term and long term. The option to put the base station by LaCaille is the right option.	Colby Rollins	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
354	I like alternative 2 best. Less cost and impact	Karen Garff	Website
355	We live in a time where protecting our world and environment is of utmost importance. The choice of a Gondola is clearly the better choice. It's non-invasive to our earth and will most likely be an additional opportunity for tourism.	Kristin Bassett	Website
356	I support the gondola!	Laura Rank	Website
357	Honestly, the gondola is the only sensible option here. Not only is it the most environmentally/energetically efficient option, it is the most accessible to all riders (including our handicapped residents and visitors). Moreover, what better way is there to take in the wonder of our beautiful Utah than a gondola ride?	Andy Perault	Website
358	I'm in support of the gondola because it's more environmentally beneficial than the buses!	Jacquelyne Jones	Website
359	I support of the gondola because it's more environmentally friendly than the bus option.	Brett Merritt	Website
360	I support the gondola. My preferences are based on relative cost, benefit to canyon use in the summer, and concern for too many people in the canyons. Given this I think gondola is a horrible idea. It would not help access trailheads away from the resorts and put too many people at one time into the canyon which would diminish significantly LCC's character.	Jenna Beam	Website
361	I think enhanced bus service is the first step noting how beneficial this has already been this past winter for canyon traffic. Important would be fees for driving single use cars in the canyon and robust parking infrastructure close to the base. If this doesn't provide significant improvement we can move on to add a lane for bus only service down the road. No need to spend the extra money if significant benefits are achievable with less money. The thing nobody wants to talk about is that if we put above a certain amount of people in the canyon (number would be different depending on individual) it will cease to retain its character. Gondola makes this dangerous, in my view. Thanks!	Matt Vukin	Website
362	I support the gondola	Lauren Radlinski	Website
363	I like the gondola. It would be draw tourists and has lower O&M costs. And would have use in the summer as bike transit for us downhill riders.	Ian Bailey	Website
364	In my opinion, if we don't take drastic steps now, we will be talking about possible solutions again in 10 years. The gondola option would provide not only the best long term solution, but take so many vehicles off the road. Environmentally, I believe this is the best as well and can be expanded further.	Maurice van der Stuys	Website
365	I'm interested in environmentally-conscious solutions that will reduce Utah pollution. A gondola system is a much better investment.	Trevor Robertson	Website
366	PLEASE MAKE A GONDOLA instead of buses. The gondola is SUCH a better option. It is much more environmentally friendly, accessible, long lasting and we won't have to build a one mile cement tunnel for avalanche preparedness. If you've ever been to Switzerland you KNOW this is the way to go. This will also be a year round experience where the buses will mostly be used during the winter.	Anna Crowe	Website
367	I am in support of the gondola because it's more environmentally friendly than the buses! I also think it should be a year round option instead of seasonal.	Laura Lee Morton	Website
368	The gondola seems like a great idea. It will be an attraction that will generate its own economic activity. It is also a great transportation alternative. The city of Medellin in Colombia has successfully implemented gondolas as a mass transportation solution. We can do the same here.	S Douglas Wismer	Website
369	You need to be a part of a contest for one of the highest quality blogs on the net. I am going to recommend this site!	Hugo Collococt	Website
370	I think you need to address the resorts adding free Day use lockers in any of these development options. Snowbird currently charges \$15 daily which is crazy. Think of the families with all of their gear, kids need a bunch of extra stuff. That's my main concern, we leave our vehicles with our gear bags, but what do we do with them once we hit the mountain? There needs to be a free or very inexpensive solution for local pass holders. Every family I've talked with that skis LCC voiced the same concerns. Thanks!	Dave Gibson	Website
371	This piece of writing presents clear idea in support of the new visitors of blogging, that really how to do running a blog.	Phillip Yuille	Website
372	I'm seriously concerned that you are proposing only 1000 people per hour with a gondola--a real gondola does 3000-6000 people per hour and could easily serve the needs of the canyon. The gondola is great. But why is it 1000 per hour? What kind of dinky-ass half-rate Chinese-bootleg gondola is this? Have you ever seen wildcat lift at Alta? That's what 1000 people per hour is. It was built in 1959. That is a joke for a public transit system. Please don't install 1959 technology. I propose a gondola, with actual gondola capacity. 3000 people per hour, minimum, please, or it will be a disaster. Do the gondola-but get a real one. Please.	Ariosto Ferro	Website
373	It's awesome in support of me to have a site, which is good in favor of my experience. thanks admin	Norine Shepherd	Website
374	I hope that the council chooses the gondola. It would be a great way to see wildlife, reduce the impact of construction, and be a smarter solution to our mountains.	Daniel Jones	Website
375	I support the expanded bus route and would definitely utilize it rather than driving my personal vehicle.	Phillip Deaney	Website
376	I couldn't refrain from commenting. Very well written!	Melinda Boyce	Website
377	No more buses in the canyon please!!!	Ian Fareis	Website
378	I like the gondola as it would give a unique year round experience. I don't see the extra buses and bus lane doing anything in the summer other than sitting but I could see a lot of people taking a summer ride up the gondola. I don't think it would look as bad as a larger piece of asphalt going up the canyon with giant man made snow sheds. I also don't like that with more buses I think we would still need more parking at the top to run all the buses. For me gondola is the only one that makes sense. Less Asphalt, cheaper annual costs. 1 million points for Gryffindor... I mean gondola.	Wyatt Barrett	Website
379	I support the gondola. While it costs a lot it is proven technology as its already being done in Europe. The impacts are less to the environment and access to the resorts is almost always guaranteed.	Steve Westover	Website
380	was shocked to see how crowded Snowbird became just last season due to the icon pass. the lines were five times longer than I have ever witnessed in 28 years and the canyon traffic mirrored this problem. while efforts are underway to better manage traffic and parking, it only multiplies the problems allowing icon pass holders from multiple states to have access to Snowbird. I think the icon pass participation needs to be canceled for the upcoming ski season. the mountain and the roads and the lifts cannot bear this burden. Once solutions are put into place thanks to this study, plan and EIS, then the icon pass could be revisited.	Susan Thomas	Email
381	I heartily applaud the extensive calculations, proposed route overlays, etc. generated to reach scenarios here presented; specifically the COG RAILWAY options. I am a big railroad fan. But I must here concede that the AERIAL GONDOLA appears to best deal with the avalanches and mudslides prevalent in these canyons. It would also leave open access paths to wild lands for all concerned. FUTURE EXPANSION to Brighton and on to Park City should be considered as highly likely. If possible, please plan for a new bus stop at N. Little Cottonwood Rd and Wasatch Blvd. (H6Q4+CP Cottonwood Heights, Utah).	Bret Olsen	Website
382	There are insufficient bus stops to serve residents and guests who live/stay close to the LCC mouth park and ride. The nearest bus stop in many cases is the opposite direction from the ski resorts and the bus stops along the way are too spread apart with no parking available. I run multiple short-term rentals in the Canyon Place subdivision near the intersection referenced above. In order for our guests to take the bus, they would either need to drive and park at the Cottonwood Heights park and ride near Creek Road or attempt walking to the "Wasatch Blvd @ 8590 S" bus stop. Walking in the winter is dangerous as there are no sidewalks for much of the distance. Both of these options are not practical. Nearly all of our guests rent cars and park at the ski resorts. A bus stop at the intersection of N Little Cottonwood Rd/Wasatch Blvd would get substantial use from the large number of short-term rental units nearby. It would provide a viable alternative to tourists renting cars and would be compatible with any of the proposed solutions for the canyon transit.	Jeffrey Lunt	Website
383	The gondola appears to be the most ideal situation. Pairing it WITH improved bus service And tolls could significantly cut down on individual vehicles, traffic, congestion, and environmental concerns.	Jackie Baker	Website
384	The use of Gondolas would be less of an environmental impact also allowing for an expanding tourism for those who don't have vehicles capable of winter weather travel (local or rented cars).	Alice Johnson	Website
385	I think any of these options would be a big improvement to the traffic problems in LCC. The gondola option looks great for skiing without any improvement to the parking problems at trailheads. The bus option with a dedicated land looks like it would serve the most users and it also has the lowest round-trip travel time. Given unlimited money, both would probably be best.	Nick Jensen	Website
386	All uses considered, I believe the wider roadway with a transit lane and snowsheds offers the best year round solution to reducing the number of cars and getting the road open sooner on powder days in Little Cottonwood Canyon. The gondola towers would degrade the pristine canyon views much more than a wider roadway. Buses would still be needed from the parking areas to the gondola station. Buses could stop at more locations in the canyon for dispersed recreation possibilities.	Richard Thomas	Website
387	I support the adding of a gondola because it seems like a significantly better option environmentally. The air in Utah needs all the help we can give it.	Ben Tichy	Website
388	Wasatch Blvd -- consider putting the shared use path on the west side of Wasatch Blvd. Much of the traffic is coming from inside the valley, not next to the mountains. Putting the path on the west side of Wasatch Blvd decreases the number of pedestrians crossing the street. The 5 lane alternative is marginally more expensive for an enhanced street -- go with the 5 lane alternative!	Rudy Rutemiller	Website
389	I love the gondola and fully support it. I especially love that it's an environmentally friendly option and helps reduce my carbon footprint.	Rebecca Jennejohn	Website
390	I think a gondola would be a more environmentally friendly, safer, and more pleasant way to transport people.	Mathew Djavaherian	Website
391	I would love to see a gondola in our community. It could increase the tourist attraction to the canyon beyond the peak ski season while also reducing the congestion.	Alexis Walters	Website
392	If we look at the solution to the canyon congestion as an opportunity to enhance and excite the community, I believe choosing the gondola is that option.	Cleveland Nicoll	Website
393	I'd strongly suggest the gondola option, due to its minimal cost and environmental impact. Thank you. I am all for the gondola, however for me none of these options will help me. I live between all of the transportation centers and the mouth of the canyon, so I would have to drive AWAY from the canyon, then get on a bus, pass my neighborhood to then get on a gondola. Not going to happen. Now if there was parking at the mouth of the canyon for local residents I might do that... otherwise I'll just drive myself up the canyon. Now what would be great is to have it open in the summer, and build mountain bike trails from top to bottom... then I'll ride my bike to the gondola, take that up and then bike down the new trails.	Justin Loeloff	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
394	I support the "enhanced bus with roadway widening." This proposal offers additional snowbanks and bus lanes to aid in sustainable public transit. A gondola would ruin our views and is not sustainable. Snowbanks are necessary for emergency vehicles and busses to travel safe. Widening the road is ideal for future growth and reducing long-term costs. I'd also like to recommend the following: 1. add a toll at the base of the canyon to encourage carpooling and public transit. Use express tags to ensure it doesn't delay travel time. 2. Consider refinishing the mining train-tracks that go to Alta/Snowbird. An extended light rail option would be ideal. 3. Consider adding a pass from big cottonwood and/or Park City to make traffic easier throughout the canyons.	Jacob George	Website
395	I think there needs to be a toll gate at the mouth of the canyon to provide management and also funds for restrooms, trail heads, parking lot upkeep, trail up keep, and limit number of cars in canyon at given time. Count how many parking spots are in canyon and limit that many cars entering. I support a third lane for bus travel in winter and pedestrian and bike travel in non winter.	Tyler Rice	Website
396	The best plan would be to add a lane along with the Buses. The added infrastructure of a tramway is nice, but in-flexible. There can only be certain stops. Buses provide this flexibility. Added flexible infrastructure that is not dependant or limited by the existing roadway would be best. I would urge investigation into a train/trax type solution, that would not be limited by the road system, and could allow flexibility of stops throughout. Additionally a separate trail system could connect the top to bottom. I do recognize that this would be a large investment, but I think that would be an investment that would be used and maintained indefinitely and encourage a shift in existing habits.	John Erdmann	Website
397	I am an owner up in Alta and I wanted to inquire more about the proposed option #3, the gondola. While I think we all like the idea of an environmentally sound option that reduces road congestion, I am particularly concerned about how the gondola will impact properties in the canyon, specifically coming up through Alta. Exactly where do you propose the terminus by the Wildcat base to be? And do you have any idea of the altitude of the gondola towers and cables to be making it's way across the canyon up at Alta? I can imagine residents and owners alike would be concerned about changes to views. The visuals presented online, while lovely, do not provide the level of detail that many of the homeowners in Alta will require. I so appreciate you sharing what information you do have with me.	Marianna Frame	Email
398	I live about 2 miles west of Little Cottonwood Canyon, off of 9400 S. I feel strongly that we NOT widen the road up Little Cottonwood Canyon and that we simply increase bussing and require a toll on cars going up the canyon on busby ski days. I feel we should discourage car travel both for the sake of our air quality and for the sake of traffic. Whatever we can do to encourage public transit WITHOUT widening the road is clearly the best option to me. The well being of the canyon should be the priority. The gondola idea seems too expensive and unnecessary. Thank you.	Kristina Christopherson	Website
399	I work in the canyon at the Granite Mountain Records Vault, and manage a few dozen employees who also work there. I request that you find fair and adequate solutions for those working in the canyon, recognizing that not everyone is a visitor, tourist, or skier. Having said that, I also go to Iron Blossom every summer as our family are owners of units there, and ask that you find solutions that continue to allow owners to get to the resort, as buses and gondolas would not work for this type of visit to the canyon. While I recognize the Enhanced Bus with PPSL is the most expensive up front cost and the middle project as far as on-going costs, I believe it is the most comprehensive plan proposed, and I recommend it. Additionally, it is the only plan with a reasonable travel time.	Jason Loscher	Website
400	A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency.	Heather Burnett	Website
401	A gondola is the most environmentally-friendly option.	Adrian Burnett	Website
402	Underground is the only option. Anything else is a waste of time and money. Lease the old shopco and fresh market. Go underground from there. Look at the last vegas convention center loop by the boring company. Eventually go all the way to I15 and solitude and Brighton and Park City. 2 tunnels all at high speed and to all the resorts in the area.	Paul Curry	Website
403	I am in full support of a gondola up little cottonwood canyon as an alternative to buses because it is a step to make Utah a greener state and it will help us lower our carbon footprint. In a world where more and more pollutants are affecting our air- we need to take a stand and help the environment instead of hurt it. This is a great step towards that direction.	Mikayla Iverson	Website
404	A gondola would be a perfect solution to reduce the carbon print and traffic up Cottonwood Canyon. Also, what a beautiful way to enjoy the scenery....this could be a real draw to visitors as well.	Korianne Johnson	Website
405	I think the gondola is the best choice.	Jordan Latimer	Website
406	I think a gondola is the best choice.	Jordan Latimer	Website
407	Terrific idea! Would love to see this happen	Adam Daveline	Website
408	More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have - everyone has to wait and everyone is stuck in traffic.	Ljubomir Cipris	Website
409	A year round, environmentally friendly way to access Cottonwood Canyon? YES PLEASE GONDOLA!!! Take those giant steps forward, UDOT!	Andrea Daveline	Website
410	I am in support of the gondola.	Sarah Yannarell	Website
411	I favor the expansion of the road. I think Glenwood Canyon in Colorado is a model to copy. UTA has not demonstrated the ability or understanding to operate a public transportation system in the canyons that people want to ride. Also, when I-15 gets busy we add a lane so why would it be different in the canyon? Of course the canyon users that are not skiers want only the skiers to pay for improvements while they get a free ride and usage. All users must share any toll or user fee regardless of whether you are a skier biker hiker picnicker or camper. I am an Alta skier only. If UTA ran an express bus to Alta and back with no snowbird stops, I would ride it. But stopping at Snowbird both ways makes it unuseable for an Alta skier that doesn't want to spend an hour each way on the bus.	David Larson	Website
412	My biggest concern is all about the number of people stuck in the canyon when an avalanche occurs. The gondola is the answer! From a safety standpoint, it makes the most sense. Please consider this option.	Denise Day	Website
413	I fully support the gondola instead of buses for Little Cottonwood Canyon. It's WAY more environmentally friendly and a year round option.	Dani Apple	Website
414	Looking at the environmental impact of the options presented, it's clear that a gondola is the safest, most responsible, and environmentally sustainable solution. Any road option is short-sighted and doesn't solve the problem. Getting people off the road is the best way to protect the canyon and plan for future demand.	Katie Henderson	Website
415	When I lived in Montana - my best friend survived an avalanche. It was a life changing experience for me. After living in Utah the last 6 years, there is nothing that makes more sense than a gondola for Little Cottonwood Canyon.	Josh Watson	Website
416	I'm in complete support of a gondola. It will have less environmental impact, and less danger in case of an avalanche. Building a tunnel and providing access for cars will just cause more traffic and pollution and potential car accidents during the winter seasons. Utah can be ahead of the game on this one instead of a step behind. Go gondolas!	Dave StJulien	Website
417	I support the gondola because it's the only option for a low carbon footprint. If there are avalanches there won't be a ton of buses stuck in the canyon.	Lee Storrow	Website
418	I support the gondolas because they are more environmentally friendly.	Natalie Monreal	Website
419	After reviewing the transportation proposal for Little Cottonwood Canyon, I excited at the prospect of Gondolas through the mountains! It looks like Gondolas will serve the most individuals at an acceptable cost.	Chase Nichter	Website
420	Gondolas would be able to transport more people with lower operating costs than either bus option. Only one bus option is significantly faster than the gondolas, and that comes with significantly higher cost and impact. Gondolas are a much better long term investment and a better fit overall for Little Cottonwood Canyon.	Darby Madewell	Website
421	Please find a way to limit SOV traffic --allow only bus up or employee's who are correctly equipped to drive up. Or CHARGE a good fee to park at all resorts up the canyons--if not fully loaded car. Again that is properly equipped on 4x4 days. Make more places for Park and Ride--even from Park City?!! Or Mt Dell area--some other parking spot for commuters. Keep bus routes fast and cleared...if bus is stuck in line--why use it. The whole point for bus is to MOVE folks faster and show people taking the bus is best! Another option--Make a one way lane up for bus only--? Best of luck and thank you for asking for input! Carri	Carri Wullner	Website
422	I support this. As a fellow Utahn, I support any action to reduce pollution, become more environmentally friendly, reduce Inversion here in Utah, and make the world greener. This is such a great way to reduce the carbon footprint here in Utah and can be useable year round	Josh Valdez	Website
423	I support implementing a gondola into the Cottonwood Canyon's transportation system as a far more environmentally sound alternative to buses. It is a simple, economical, and effective solution.	Lauren Noll	Website
424	I am in support of the Gondola option because it is more environmentally friendly than the buses!!! Thank you for all of the work you have done with these studies.	Carolyn Hartvigsen	Website
425	It seems to make sense to look at the transportation system that would provide the most flexibility in how many people could be transported because of the variability in ridership between the summer and winter months and where their destination is. When comparing a gondola system, that may have a higher initial cost, but costs less operate, it is quite appealing. With a bus transit situation, as we have seen this year (2019-2020) when the ski resorts closed down because of the pandemic. We found out that because of contractual obligations employees still had to be paid, and that buses sat idle and were not being utilized enough to cover their fixed cost. With the prospects that the road access(with a charge imposed) may still be part of the means to access the resorts and communities and other outdoor activities. Who knows how many people may look to the public option of riding the Gondola system vs. actually paying to access the canyon. Obviously if people are going to the ski resorts or close proximity, the gondola makes sense. If they are going to hike, fish, rock climb or access other parts of the canyon, car or bus service may be the choice. Another consideration should be gondola service connecting to Brighton and Solitude from Alta. This would provide emergency egress should we have further situations as was the case in 2019 where intense rain washed out a portion of Little Cottonwood Cyn Road. Or has been more frequently seen in current and prior years of avalanches closing the road. Let alone consider the possibilities of an earthquake or fire that could close off one or both of the Canyons. It is important to consider the safety of all people in the canyons. It has also been short sighted to believe that these kinds of accesses cannot be done to maintain the integrity of the Salt Lake Watershed and to be done in an environmentally sound way. Managing the costs of access or the speed of the transportation system should be the means by which the number of people in the canyons should be disciplined if that is the concern.	Bart Reuling	Website
426	I prefer the enhanced bus lane option Additional Comment: I see external forces as a critical concern. Wind/lightning which can shutdown arial tramways. as well as Avalanche concerns(Not mitigated by adding road way) Original Comment: The best plan would be to add a lane along with the Buses. The added infrastructure of a tramway is nice, but in-flexible. There can only be certain stops. Buses provide this flexibility. Added flexible infrastructure that is not dependant or limited by the existing roadway would be best. I would urge investigation into a train/trax type solution, that would not be limited by the road system, and could allow flexibility of stops throughout. Additionally a separate trail system could connect the top to bottom. I do recognize that this would be a large investment, but I think that would be an investment that would be used and maintained indefinitely and encourage a shift in existing habits.	Carolyn Ancill	Website
427	Please preserve our community! We do not need a wider road for only a handful of days of heavy traffic each year. Please, just run extra buses during this time. We, as residents in this area, can deal with 10-12 days of heavy traffic and actually prefer it as opposed to ruining our environment and budget.	Jessica Mills	Website
428	Gondola or more buses. Toll or paid parking! Not more traffic lanes!	Stefanie Jacobsen	Website
429	What an incredible idea! Living in Utah the last few years after having moved here from living in Southern California, I couldn't help but notice that two things I used to associate with LA seem to be plaguing Utah even more: air pollution and condensed traffic. This seems to be an amazing alternative that can preserve the beauty of the amazing rocky mountains.	TIFFANY NUTTER	Website
430	After lots of consideration I think the gondola is the better option.	Sean McCormack	Website
431	Alternative 1 will be useless. There is little, if any, incentive for people to get out of their cars to take a bus up since the buses will sit in exactly the same line as personal vehicles. Way too much money to spend for little benefit. The only real alternatives are #2 and #3. I prefer the gondola option since people will always want to drive their own cars. If we provide an option that is unique and traffic-free, people will be more likely to use it. Also, gondolas have the advantage of not having to worry about slow downs due to slide offs and accidents, thereby not adding to the congestion that will likely always be present on snowy weekends.	Carol Swenson	Website
432	Please choose the additional buses option. There is nothing lost in adding an additional lane later if the bus only option is not sufficient. It also avoids the environmental damage of adding a lane, which may not be necessary. The gondola is the worst option. It causes environmental damage, visual pollution and does not serve those who stop along the way at trailheads. No gondola!	John Woeste	Website
433	I think this is a great idea! Let's use more eco-friendly resources.	Cy Wood	Website
434	I support the sustainable gondola. It is the only real, responsible solution.	Anne Spezia	Website
435			

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
436	<p>For 393 million dollars, the estimated price of 10 million per mile of the boring company becomes feasible. The short term solution would just involve buying property at the base of the canyons and building large parking garages, which the gondola solution would also require. Then you'd build tunnels from those garages up to each resort. A long-term solution would involve digging tunnels from the SLC airport through to Park City, looping through both the little and big cotton canyons. This would not be affected by the amount of snow, could be powered by electric vehicles and ran cheaply, and would be the ultimate smackdown of any other ski area in the world, where you don't even have to rent a car to get to the mountain. Get off plane, get gear, get on underground transport, arrive at resort, declare victory.</p> <p>Please don't waste your time with a gondola. The future is here, it's in Las Vegas right now. If we want to be the BEST in the world, THIS is the solution, and all your other options suck compared to it.</p>	Ryan Dietrich	Website
437	<p>Wow, I just realized your solution only covered little cottonwood canyon. The idea I'm proposing would solve BOTH canyons for nearly the same price as your single canyon solution. How has the boring company not been considered? I refuse to believe I have an original idea.</p> <p>Major concern about widening Wasatch Blvd -- the increased traffic will cause significant noise pollution for residents living along this roadway. Please incorporate noise mitigation solutions -- see the Federal Noise Control Act of 1972. Please consider the pavement type: https://undark.org/2017/12/27/highway-noise-barrier-science/ http://www.trb.org/Publications/Blurbs/169200.aspx</p>	Jessica Yingling	Website
438	<p>I prefer the Gondola idea. I had always leaned toward a train system, similar to Switzerland and the Alps of Europe, which is so effective. Absent that option, the gondola seems as effective with less impact on the canyon. More buses doesn't seem to solve the problem as effectively and will just further bog down the roadway.</p>	John Curtis	
439	<p>I am in favor of the Enhanced Bus option with no additional roadway capacity. There are a few things that all proposals fail to address: backcountry skiers. This sport has exploded in popularity in recent years and backcountry skiers make up a significant portion of canyon traffic. This can be addressed with additional bus stops in Big and Little Cottonwood Canyons at a few popular backcountry ski trailheads.</p> <p>Also, these proposals fail to incentivize people to take the bus over taking cars. Many people (families especially) prefer to drive their car up canyon for the ease and convenience of having their gear with them and stashed away. There will always be more cars than there are parking spaces during peak times, and this just adds to canyon congestion. There needs to be a monetary incentive to take the bus. Consider making the canyon roads a tollway during peak times, and using the proceeds to fund additional buses. Consider paid parking or season permitting at the resorts (and ACTUALLY ENFORCE it with policing, booting/ticketing, etc). Exceptions could be made for persons carpooling.</p>	Jennifer LaFountain	Website
440	<p>I am in favor of the 1st alternative (buses, no widening of LCC road). However, I think this will only work if bus is less than parking at Alta or Snowbird and is very frequent. Think of Beaver Creek in Colorado. You can park in their underground parking lot, but space is limited and its expensive to park all day. Instead, you can park in their base parking lots and take a FREE bus up to the resort and buses come every 5-10 minutes. If taking the bus is still seen as less convenient or more expensive than parking, adoption of this system will be low IMO.</p>	Becky Lawlor	Website
441	<p>Until and unless we're prepared to enforce a limit on the total number of people/cars in the canyon, attempts to increase traffic in Little Cottonwood Canyon are little more than a transfer of tax dollars to ski resort revenue. The value of the canyon for most non-skiers is directly related to how many people are using the canyon at any moment. More people = less value. Additionally, more people = greater cost for taxpayers, those that use the canyon and those who don't. We can limit the number of people/cars in the canyon at no cost. Please at least consider traffic limits as an alternative to spending half a billion dollars of taxpayer money to increase traffic.</p>	Michael Zaccheo	Website
442	<p>Thank you for allowing public input regarding this important decision. It is high time to address the issue of traffic, emissions and avalanche safety in LCC with a long term solution. I feel that simply increasing bus frequency (even while building a mobility hub) will not encourage or give drivers enough incentive to choose the bus over their car - while I take the bus as often as possible I do hear many riders and friends complain that it is an inconvenience. However, I prefer this option over expanding the road to include a "bus only" (and summer bike/pedestrian) lane. While this would increase the convenience of taking the bus and provide recreation opportunities in the off-season, I do not like the impact widening the road would have on the canyon ecosystem and on properties and trailheads.</p> <p>The gondola seems to me to be the most long term solution - while it may seem a large endeavor now, it falls within the medium price range and will provide alternative transportation for years and years. A gondola would also spearhead this type of transit in Utah and make for a supreme example and test-site to implement in other canyons/recreation areas. My main concern with the gondola are the impacts on the viewshed, however, I believe it will more than make up for that in efficiency.</p> <p>None of the options mention stops at popular backcountry access hubs. I believe this is an important issue to many who recreate in the backcountry but strive to limit their environmental impact. I would like to see all solutions include, at least one, backcountry access stop. An additional comment/question: will there be projected emissions data released regarding the different options? I would be strongly influenced by the solution that has the lowest LONG TERM emission impact.</p> <p>Finally, none of these options will hold teeth unless a limit is placed on cars driving up and down the canyon. I believe building accessible mobility hubs that make using public transportation easier than driving is the most effective way to reduce dangerous congestion in LCC.</p> <p>Thank you for your time,</p> <p>Lydia Keenan, Salt Lake City resident, lifetime LCC skier and hiker.</p>	LYDIA KEENAN	Website
443	<p>The gondola option seems to make the most sense. I'd like to see the environmental impact of the construction, and timeline of start to finish</p>	Janice Rinsky	Website
444	<p>Please implement the use of Gondolas in favor of widening roads. This option is not only the most economical choice but it is also the kindest choice in regards to the environment with numerous and enduring benefits for the community at large.</p>	Mary Bain	Website
445	<p>Not on the EIS but useful in the short term: charge a canyon access fee per vehicle (toll and/or seasonal pass) and post electronic signage before canyon road access that describes whether parking is available (so visitors can switch to park-and-bus instead of entering the canyon.) Give up the gondola concept, unlikely to get the anticipated usage due to the one hour duration of the trip. Bus with canyon road widening seems best if it can be accomplished without ruining the character of the scenic drive. Bus without canyon road widening is my personal preference, least disruptive.</p>	edward chillington	Website
446	<p>My vote is for the gondola as it not only provides a better tourist experience, but is better for the environment and will not get caught in an avalanche. Thank you!</p>	Jennifer Bennett	Website
447	<p>Seems like the gondola would be better for the environment</p>	K Baird	Website
448	<p>The gondola for the Cottonwood canyons is THE ONLY thing that makes sense for the long term. It is eco friendly, aesthetically pleasing, and functional. Let's be responsible and choose this over more pollution from buses.</p>	Natalie Daniel	Website
449	<p>I am in support of the gondola project as it will be better for the environment versus buses; also, it will be safer for passengers in case of an avalanche emergency.</p>	Jesse Gephart	Website
450	<p>Hi ... I would like to bus service extended down Wasatch Blvd for those of us who live in Cottonwood Heights. Many of us who choose to live close to the canyons go up multiple times a week. The only option upon this plan for us right now is to get in the car and drive away from the canyon to turn around and be stuck in traffic. It would be great to walk or ride my bike to a bud stop. Currently the closest stops for me are either a mile away to the north or 8 miles away to the southeast (um yes that would Snowbird). Why wouldn't I drive?</p>	Rebecca Shatles	Website
451	<p>I am writing in support of constructing a gondola in Little Cottonwood Canyon. This option is safer and also much more sustainable than an additional bus service. The gondola system would reduce excessive road traffic, and also provide a safer alternative in the case of avalanches and landslides. It has the least amount of environmental impact both in construction and use, and it provides more financial and physical accessibility, allowing for larger and more diverse tourism opportunities. Of the options introduced by UDOT, I believe the gondola is the best choice.</p>	Emily McGregor	Website
452	<p>Unquestionably believe that which you said. Your favourite justification appeared to be on the internet the easiest factor to bear in mind of. I say to you, I definitely get annoyed while folks consider issues that they just don't know about. You controlled to hit the nail upon the highest and also defined out the entire thing without having side-effects , people can take a signal. Will probably be again to get more. Thanks</p>	Yolanda Benedict	Website
453	<p>I strongly prefer the gondola option and am especially opposed to widening the road in the canyon. I think getting more vehicles out of the canyon as much as possible is the best option for air quality and to preserve the feel of the mountains. Getting more personal vehicles out of the canyons should be the goal. Additionally, I think the gondolas will be even more draw for tourists who are turned off and confused by the snarl of traffic at the mouth of the canyons.</p>	Brett Kennedy	Website
454	<p>It is unfortunate that none of the plans call for reducing the number of personal vehicles to be used for transport to the resorts. This reduction would minimize pollution and increase the speed of public transit options. Perhaps increasing the number of buses in Option 1 (Enhanced Bus with NO additional roadway capacity) would be more desirable if there were no private vehicles, or a drastic reduction in private vehicles, resulting in decreased transit times. Even without the "no-brainer" reduction in private vehicles, I favor the option with the least expensive capital expense, Enhanced Bus with NO additional roadway capacity.</p>	Phil Triolo	Website
455	<p>I support a gondola in Little Cottonwood Canyon — it's safer, better for the environment, and simply cooler and more fun than traditional buses or other alternatives.</p>	Julie Saunders	Website
456	<p>I would support gondola since that is both [1] practical (considering avalanches) and would be that much more environmentally conscious than bus emissions. It would be a more natural and pleasant alternative, as well.</p>	Jesse Overton	Email
457	<p>Gondola is a natural, pleasant way. It's cleaner compared to fuel usage & emissions of a bus. More practical especially considering avalanches.</p>	Jesse Overton	Website
458	<p>My biggest concern is that the transportation alternatives serves a broad range of user groups year round with minimum cost and that the service can be flexibly updated as new needs arise. The main objective is to get more people in the canyon year round with fewer cars. My problem with the gondola is it serves the ski areas exclusively; whereas other user groups, campers, picnickers, hikers, backcountry skiers/boarders, snowshoers, sledgers, and families, are left underserved. I don't know the exact demographics but I would speculate that the user group best served by the gondola are higher income caucasians who can afford to ski at resorts. Almost surely the gondola ride will be expensive too. When we imagine access we need to ensure that the access is equitable to all taxpayers who are funding this project, not a narrow slice of our state demographic.</p> <p>For this reason I support the bussing + extra lane. BUT, we also need to make sure that the bus serves all, not just the resorts, with many intermediate stops along the way at various trailheads. A rider paying the fair should be able to request a stop where they please. Otherwise, taxpayers are simply subsidizing the ski areas unfairly.</p>	William Nesse	Website
459	<p>The only solution that works is a gondola. The problem is rubber tires vehicles on the road and adding lanes and buses does not fix that. It snows hard on highway 210 and no amount of lanes or snow sheds can fix that. You need to not use the road as a solution. It is the problem that only a gondola can fix.</p> <p>You also vastly under report the usage of a gondola. A 3s in full configuration can handle over 5500 people per hour. At 50% capacity it is still 2250 which is double your report.</p> <p>Also the 3s can run at 19mph or 8.5 m/s. This would make ride time on the 12100 meter lift roughly 24 min to Alta from the base of the canyon and about 19 min to snowbird. Please correct these errors and let people know how efficient a gondola would be. This is a no brainer for this project</p>	Jake Treadwell	Website
460	<p>The snow shed idea is one that I think is critical for many reasons. Avalanche closures seem to really have deep impacts on traffic. People don't reliably know when the canyon will reopen and users who don't live nearby are unable to make it to the canyon prior to the lineup beginning. The extra safety would also be huge. It was concerning to be in the canyon on the day the vehicle was swept off the road by an avalanche. I've been in the Canadian Rockies in areas that use these snow sheds and I was really impressed at how well they worked in such a wild and unforgiving area. I also believe that stricter enforcement of snow tire rules is something that would help manage the number of vehicles and incidents in the canyon. 2 wheel drive rental cars with regular tires shouldn't be clogging up the canyon and parking lots. Revisit the rules and make sure they are being followed to the letter. Maybe make the restrictions tighter. Consider issuing stickers or mirror pendants that show a vehicle has been inspected and has proper tires that season to speed up the check process. Actually issue tickets to drivers who don't follow the snow tire rules. The extra bus lane seems like a great idea too so long as the snow removing crews can safely keep up and the moving buses don't create a danger to stopped cars in cases where there is a mismatch in speed. Some of the steep stretches make me nervous to think of a bus passing along side all of those vehicles while the roads are slippery. The gondola seems like a good idea but I think it would be a mistake to not improve the road conditions along with the gondola as well. In either case, resorts need to provide customers with a better system for lockers (both long term and short term) to provide a space to store street shoes, extra layers, lunches, etc. This normally lives in your car for the day while you ski but if you don't drive, you're left without a place to store it. It's uncomfortable to get on a warm, cramped bus and ride up in all of your cold weather gear and to ride down in the bus with a group of sweaty strangers wearing wet snow gear after a day of skiing. A place to be able to better change into and out of gear and leave items for the day or for the season would be SO helpful. I don't even think it needs to be heated or anything special. Just a dry space with some lockers would be great. I used to ride the UTA bus as a kid and stopped once I got my first car for these reasons.</p>	Sam Despres	Website
461	<p>Why drop the train, the best solution, aesthetically, environmentally and long term. Unlike the gondola, the train can stop along the way and pick up and deliver to and from back-country. It makes sense to eventually connect to Trax and Front Runner, so everyone can join up in the train. It can pass under the canopy or on trusses, it's clean, quiet, energy efficient, dependable in wind and weather and you can sit down... NO back-country skiers is being served with the gondola but the huge towers are intimidating and aesthetically unacceptable.</p>	Beat von Allmen	Website
462	<p>My name is Brighton Hertford and I would like to emphatically express my support of the Little Cottonwood Gondola. Not only is it environmentally friendly, but Too many times people are stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. Please choose the Gondola!</p>	Brighton Hertford	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
463	<p>As an employee of Snowbird and an avid weekend skier in Little and Big Cottonwood Canyon, I feel that the best option would be to build a gondola up to Snowbird. I have dozens of firsthand experiences with being trapped up at the resort due to avalanche road closures and I've felt the pressure from understaffed employees and upset guests that comes from not being able to go up or down the road. I don't feel that widening the road or increasing bus frequency will bring reliability or safety to the canyon. The canyon needs a year-round solution and a gondola solves the issue of congestion not only on peak winter days but peak summer Oktoberfest days. A gondola is also the only solution to truly improve Utah air quality. A gondola provides a cleaner solution that protects more forest land than other alternatives.</p> <p>Thanks for creating this forum to provide ideas.</p> <p>Best,</p> <p>Kolton</p>	Kolton Smith	Website
464	My support is for the alternative site using the La Caille Base Station and the Gondola.	Colby Carpenter	Website
465	Gondola support. This seems like the most environmentally friendly way to go. The congestion in the canyons is so terrible.	La Beene	Email
466	<p>***As a resident born and raised in Sandy, UT - grown and groomed on the slopes of Alta from near walking time to over the hill, and a Utah Small Business Owner, I strongly urge UDOT and all involved in this review to forcefully advocate, build, and support this Gondola as the future plan for easing ski traffic in Little Cottonwood Canyon.***</p> <p>This will be the most EFFECTIVE (not cheapest) option, given the impact on traffic up and down the canyon + the environmental impact. It keeps the canyon clean of (more) busses and could reduce vehicle traffic, all of which are noisy and take up space as well as disrupt natural habitat in other ways (direct pollution, maintenance for roads which will be worn down more quickly by heavier vehicles trafficking, etc). City traffic will be constant with or without gondola, so minimizing up canyon traffic is an effective way of preserving canyon ambiance and a nice gesture toward supporting environmentally friendly standards of transport for nature and our canyons' visitors.</p> <p>The gondola could be a further form of revenue year round too, when busses would be out of service (ebb and flow of bus demand) and support year round operator jobs, as mountain bikers, hikers, even tourists from all over would come to ride such a unique up canyon Utah experience. This would further boost the businesses at Alta and Snowbird in this canyon, as well. All in all it would be a unique attraction which itself will generate revenue, provide jobs, and support local businesses and resorts which will in turn provide added tax revenues, support jobs, and enrich the lives of visitors and residence of our great Beehive State even further.</p> <p>***As a resident born and raised in Sandy, UT - grown and groomed on the slopes of Alta from near walking time to over the hill, I strongly urge UDOT and all involved in this review to forcefully advocate, build, and support this Gondola as the future plan for easing ski traffic in Little Cottonwood Canyon.***</p>	Nathaniel Hoffelmeyer	Website
467	Expand UTA bus services to the resorts, then build parking structures along the bus routes wherever you can. Offer to let people buy a "season parking spot" for \$50 or so that guarantees them a place to park in one of the garages. Run busses every five minutes or so, so that it doesn't take much longer to just park in a garage outside of the canyon or wherever along a bus route and then get to the mountain. Season parking spots should also include a guaranteed seat on the bus. Modify ski busses so that everyone is sitting, and has a spot to stash their skis/ board.	Spencer J	Website
468	No Gondola. The canyon's can't handle more pressure. Busses from private ski resorts, yes with their own park n jet lots in the valley. The Gondola is a bad idea. The trip to Switzerland by UTA and elected officials made ties to Dopplemayer and Stadler Rail. Keep an eye on tax dollars potentially being directed to either of these entities. Let private companies figure out how to get clients to their place of business. We have a recreational distribution problem and LCC has plenty of pressure. The boonedoggle called the Central Wasatch Committee has nothing to show for millions spent.	Mark Allen	Website
469	Using the gondola would mean less carbon emissions and less traffic.	Colleen Baum	Website
470	I am for the enhanced bus, no road widening, with some deterrent for cars	Sarah Woolsey	Website
471	I strongly prefer the gondola option.	Alex Ungerman	Website
472	I support the gondola because of how good it will be for the environment!	Jack Shapiro	Website
473	<p>I have thought about this problem for well over a decade and do not see an answer coming from busing or gondola. There are just far, far too many people wanting to go ski between 8-10am every busy weekend. The buses could take them all if there was a bus leaving every 5 minutes or less during those hours. And even if you could find that number of buses, the people who got up there at 10:30 would still be bent that all the powder was gone. In addition, the resorts continue to make infrastructure projects and sales initiatives that increase skier capacity. So if you even could solve the problem for the year 2021, you'll be right back where you started in 2025, 2026, etc. The way I see it, you need to reign in the resorts. They are reason number one that people are in the canyons in the winter. To me there are just a few options: 1. Set capacity limits on resorts, just as you do on restaurants or movie theatres. They would need a card reader at the canyon mouth for passholders to scan (or purchase a ticket) and they would have an allocation of scans per day and then close. 2. Revoke the lease of one resort per canyon - Snowbird, obviously would be excluded since we foolishly sold our public land to Dick Bass years ago. With half the resort capacity, the canyon traffic would quickly thin - although I suspect it would still be congested, possibly making using both options 1&2 more attractive. 3. Levy heavier "use fees" for resorts to stop them from externalizing the cost of damaged infrastructure and environment degradation to the taxpayers. This would be like a special tax on the industry - hopefully enough of a tax to increase the cost to the point to decrease usership. I sort of hate this because skiing is already an elitist sport that is crowding out others from their own public land every winter. I doubt making it more expensive would cha</p>	Dave Eller	Website
474	I am in favor of the gondola to go up in Little Cottonwood Canyon. It is better than buses for the environment and it also won't get trapped in an avalanche. Thank you, Rachel	Rachel Goodrich	Website
475	<p>I have thought about this problem for well over a decade and do not see an answer coming from busing or gondola. There are just far, far too many people wanting to go ski between 8-10am every busy weekend. The buses could take them all if there was a bus (or three) leaving every 5 minutes or less during those hours. And even if you could find that number of buses, the people who got up there at 10:30 would still be bent out of shape that all the powder was gone. In addition, the resorts continue to make infrastructure projects and sales initiatives that increase skier capacity. So if you even could solve the problem for the year 2021, you'll be right back where you started in 2025, 2026, etc. The way I see it, you need to reign in the resorts. They are reason number one that people are in the canyons in the winter. To me there are just a few options: 1. Set capacity limits on resorts, just as you do on restaurants or movie theatres. They would need a card reader at the canyon mouth for passholders to scan (or purchase a ticket) and they would have an allocation of scans per day and then close. 2. Revoke the lease of one resort per canyon - Snowbird, obviously would be excluded since we foolishly sold our public land to Dick Bass years ago. With half the resort capacity, the canyon traffic would quickly thin - although I suspect it would still be congested, possibly making using both options 1&2 more attractive. 3. Levy heavy handed "use fees" for resorts to stop them from externalizing the cost of damaged infrastructure and environment degradation to the taxpayers. This would be like a special tax on the industry - hopefully enough of a tax to increase the cost to the point to decreased usership. I sort of hate this because skiing is already an elitist sport that is crowding out others from their own public land every winter. I doubt making it more expensive would change much. . . But if we do foolishly decide to spend all our taxpayer money on bigger roads and buses, at least make them pay a huge share of it since it subsidizes their business.</p>	Dave Eller	Website
476	I support this endeavor as I think it will support the long term growth of the area more sustainably.	Kristen Wade	Website
477	If too many cars are the problem we just need to incentivize public transportation and tax those in cars through tolls. Money from the tolls can be used to subsidize public transportation. With a much improved bus system that operates efficiently and at a very reasonable fee the ridership will increase exponentially. It is the most reasonable alternative financially.	David Kliger	Website
478	I am in favor of the enhanced bus lane without widening the road. Please do not widen the road or build a gondola service. This will take parking and space away from an already small canyon. Please use the funds towards hiring more bus drivers and training for those drivers.	Lydia Porter	Website
479	All for it!	Thomas Terteling	Website
480	Buses are an okay solution short term. However, it seems like a wasted opportunity to put in bus lanes when in the long run the lift up the canyon is the solution. (Also, there are individuals who will decide that they can drive in the bus lane.) This moves traffic off the road rather than just changing the type of traffic it is. (Hopefully the carbon emissions with this method would also be reduced.) By installing the lifts there is more total capacity up the canyon. The buses are great but have been overcrowded the past season making it a chore to ride up and down the canyon. People would be more willing to take the lift since it won't be on a winding road. Traffic allowed up the road, for locals or to supplement the system would flow more freely. Buses could then be used to supplement the lift on peak days (spring break season etc.). This would be best executed if there was a provision for the bus station at the lift base.	John Unterhalter	Website
481	The vehicle traffic in both canyons has to be limited to residents and suppliers , the gravel pit needs to become a parking area for both canyons running a rail line up the canyons, moving people by some form of train line it's our watershed it would never take that long to accomplish let's stop putting a band aid on this and spend the money and be done with it	Mark Gassinger	Website
482	I am pro gondola. I see it as both a solution and an attraction. First, a solution for traffic, congestion, ease of access, and is much more environmentally friendly than carving out an official bus lane. I think it also acts as an attraction... who doesn't want to ride up in the air through some of the most beautiful mountains in the world? I also believe that it would encourage less people to take their cars up the canyon. Reducing exhaust pollution and parking issues. I think this would enhance users experience while creating solutions for the above issues (congestion, snow danger, etc.) #gondolautah	Jaxon Stuart	Website
483	I like the gondola option. It seems to be a reasonable balance between the cost and most environmentally friendly. One issue I have with all of the options is the idea that 1500-2000 parking spots at the bottom of big cottonwood canyon is going to be enough. Most of the current parking is full on most weekend days and I don't think the small increase in parking will accommodate much growth for the future. If people are required to take a local bus to the bus that takes you up little cottonwood, I fear that is too many steps and will deter people from using public transportation	Kevin Cummisford	Website
484	The enhanced bus with roadway widening is my preferred option as a recreation enthusiast for LCC. It allows for fast and efficient winter travel while still accounting for summer opportunities. I recently cycled BCC and noted the narrow shoulder in some areas. Widening the road would lessen any friction had with cars in summer months.	Brandon Patterson	Website
485	Thank you for your work on this. I strongly support the 'enhanced bus with roadway widening' option and believe it is the best solution from a majority of angles.	Brian Behle	Website
486	I support the enhanced bus with roadway widening option.	Sarah Behle	Website
487	I strongly prefer the Gondola solution as having the least impact on the canyon while moving the most traffic. The snow sheds required by the other solutions are ugly and "more asphalt" cant be the answer past the canyon mouth.	Brandon Christenen	Website
488	<p>My thought on Cottonwood Canyon Roads is that it is like Democracy; sometimes it gets messy, yet it works. Do little, or maybe do nothing. The days of easy up, easy down are few & far between in this 21st Century. Choose a ski day or a golf day, cause you probably ain't going to do both. Though you might. And when our fellow outdoor enthusiasts now drives up the canyons in their oversized pick up trucks & Sprinter vans, taking up about 1 1/2 parking spaces, and since a 1/2 a parking space is useless, they are taking up 2 parking spaces, what chance is there to get this congestion problem under control. Do little, or nothing to the current road situation, and when it becomes a public safety issue, shut the road down, eventually the problem will take care of itself.</p> <p>To paraphrase Yogi Berra: 'its so crowded, no one goes there any more'. and never a toll. Democracy is messy, & so are those Cottonwood Canyon roads. You can only go as fast as the car in front of you. And rightfully so, we are all in this together, some times problem free, some times red snake. Its our reality, deal with it. And maybe driving a smaller vehicle may be part of a solution.</p>	Edmond OMahoney	Website
489	<ol style="list-style-type: none"> The ski resorts need to pay for this. Not the taxpayers. If you have to do something, add more buses and more/bigger park and ride lots. This is a lot of whining about something that happens 20/365 days a year. 	Michael Springsteen	Website
490	The gondola option seems the best to me--avoids road construction, provides room for more people, less environmental impact, price in the middle. Additionally, a gondola might provide a draw for more business to the area.	Megan Jones	Website
491	As a resident of Utah and a voter who is concerned about the rising pollution in Salt Lake City and the protection of wildlife and land I believe it is imperative for UDOT to explore ways to reduce carbon emissions and protect nature. This can be achieved by implementing a gondola service that goes from the valley into the canyons instead of expanding the roads and increasing bus services. Jobs will still be needed to build and operate the gondola and it is the best option to protect the environment. I understand that this will be a time consuming project that needs funding but as a tax payer in Utah I would much rather my money go towards an environmentally conscious project than one that harms it further. Please choose gondola!	Caroline Jennings	Email
492	I would prefer the option with buses and a widened shoulder lane or a gondola. Without providing a dedicated lane for buses or a gondola unaffected by traffic, I do not see how a bus will be faster on a weekend powder day, wrecks and/or slower vehicles will inevitably happen, which would slow down the buses equally as much. Also, would any of these options also have the ability to add on significant fines for vehicles that block traffic while driving up the canyon if they did not have the required traction devices, minimum of \$1000 per citation.	nathan stuart	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
493	I recently listened to a 99pi podcast that cited several studies that showed how busses could solve most major cities transportation woes, but American culture won't allow for it. We want the hi-tech solution or to be more like Europe. But if we just invested in making using buses more convenient and socially acceptable we could save tens of millions of dollars and limit environmental impact. You could still go high tech with driverless tesla busses eventually to appeal to popular sentiment. It's not an easy challenge to change attitudes and improve service logistics but one that would likely have the biggest impact in the long run.	Jeff Jacobs	Website
494	A gondola in LCC would be a much needed improvement to the transportation issues in the canyon. Improved bus routes or additional lanes does not seem it would have as significant of an impact on the road issues we face. Gondola please.	Christalyn Pottenger	Website
495	Prefer the gondola option due to all weather access.	Erik Berg	Website
496	I am most in favor of the gondola option.	Craig Cramer	Website
497	I fully support the gondola option, which appears to be a cleaner and safer option that is less impacted by weather.	Scott Miller	Website
498	The gondola is going to be an eyesore to our beautiful canyon. Expanding a bus shoulder and having a transportation hub on both 94th and Wasatch/Rock Quarry is beneficial for all. It gives everybody a quicker more sustainable option for the canyons and in the summer allows residents to enjoy the roadway and project safely.	Jake Barman	Website
499	I like the Gondola concept.	steve Keyser	Website
500	Gondola!	Amy Eskind	Website
501	Gondola + the addition of a multi level parking structure would be SICK!!!	Kyle Pearson	Website
502	I strongly support the gondola option. It is much less vulnerable to avalanche conditions than the existing or widened road. It would be great if there were a way to avoid the transfer between the bus and the gondola, but overall an aerial transportation option is clearly superior to road capacity when the road is so avalanche prone.	Karl Tingwald	Website
503	Gondola all the way. Need costs and cost to ride it compared to bus.	Joseph Vargo	Website
504	Making the canyon buses FREE would go a long way to help this. I have been turned away from the canyons on busy days. I tried to take the bus. But at 5+ dollars a person that actually gave me pause and we decided we'd try another day without the bus. If you want to encourage mass transit up a canyon make bus rides free. This not only encourages mass transit but makes it a reality.	Darren Hill	Website
505	I like the gondola option, assuming there is sufficient parking at the base of the gondola. If there isn't, the idea is not viable.	Bruce Kasanoff	Website
506	I would support road widening with a dedicated bus lane with more frequent service. I like that this lane would also be used in summers for pedestrians and cyclists.	kate griffin	Website
507	I am in favor of a gondola but was wondering if it would have seating or would require standing.	Kristin Hauser	Website
508	I am a senior woman who can t ski the entire day and cant walk far carrying my skis. I want to continue to ski. I get up very early so I can have a parking space at ALBion. I also live in the Avenues of SLC and there is no parking lot in the city that I could park and take a direct bus to Alta. If I drive to the Sandy bus stops and take a bus it takes me over 2 hours to get to Alta. Therefor I have to continue to drive. I have skied at ALta for over 38 years and had planned to ski as long as I can. If I can t drive and park at Alta I will start going to another area. You need to do things for seniors skiers. Carol O'Meara	carol Omeara	Website
509	My first and foremost opinion is that we need to scale down conglomerate passes, the Little Cottonwood Canyon resorts are so well ranked internationally they don't need the extra support. I recognize the value of increased tourism, however I think that the more congestion with only a 30-year plan for relief will only drive people away. I would tend to support the roadway widening with increased UTA presence, however I believe we will face huge problems with congestion well before that project is scaled up and finished. My support of the middle option would be conditional on the format of all UTA presence ensuring no one gets left behind or stuck waiting for the ski bus for multiple hours on end because of overfilling at the resorts and still not enough transportation capacity.	Amber Stubbings	Website
510	I like the gondola idea. it seems like a great, clean, sustainable and expandable long term solution. Wouldn't it make more sense to have parking at/near the gondola though, rather than off-site parking?	Judith Warner	Website
511	The gondola option with a parking structure would be amazing	David Palmer	Website
512	The gondola option is by far the best because it will remove more traffic from the access road and provide an environmentally friendly way to access the mountains. However I think the gondola should extend to a parking lot because if people have to park, then take a bus and then a gondola I think too many will opt to drive, thereby defeating the purpose. In contrast a parking lot with direct access to the gondola would almost certainly be used by many and go a very long way to addressing the congestion and environmental issues. We would certainly use the gondola if it were built to go from a parking lot without a bus intermediary.	Paul Berman	Website
513	I agree with Alta on the Gondola option.	Barry Woods	Website
514	widening roads and adding buses are temporary fixes. Gondola is the only long-term solution. But would like to have parking at the base of the gondola. That would be a good investment and will encourage gondola use - even for people arriving early in the morning. The mobility hubs can be for overflow parking. Also, the gondola and parking should be free for paying resort customers.	Nathan Phillips	Website
515	I am 72 years old, and while I applaud the use of more types of transportation into and out of LCC, I am in no condition to ride a bus both ways. I must rely on personal transportation. I like the gondola idea, and it has the best chance of long term success, PROVIDING PARKING at the base is adequate and easily accessed. Things will have to change-just make it 'future proof!' BUSES ARE NOT THE ANSWER!!!	lawrence green	Website
516	Very much in favor of the gondola option. This would cut down on congested traffic in the canyon.	Jeremy Gravell	Website
517	I'm for the gondola with parking at the base of the gondola	Mark Victor	Website
518	I believe the Gondola is the best way to reduce traffic in the canyon, reduce environmental impact from vehicles, and manage the masses of skiers on busy days. Large enough parking lots will be needed. Let's not think about 20 years down the road, let's think about 50 years down the road what the Wasatch will look like!	Dan Bennett	Website
519	I support enhanced bus service Along with the enhanced bus service and road widening. As I usually stay at the Rustler, keeping cars out on a powder day is not such a bad idea. ?	Sue Wimmer	Website
520	Realistically, I agree with your analysis - a gondola would be least affected by snow and IMHO is the preferred choice.	John Hayward	Website
521	I vote for the modified gondola proposal with parking at the gondola base station.	Richard Goodloe	Website
522	A gondola up the canyon is the worst idea I've ever heard. Please just increase busing and maybe widen the road.	Jason Stinsmen	Website
523	I think the most important concern is to implement a solution sooner rather than with further delay. Therefore, perhaps consideration to a phased in series of solutions. If the gondola option is the final solution, then it must include adequate parking structure at the base of the canyon near the loading point for the gondola. Perhaps finding some way to limit car transport up the canyon during whatever time is required to build the gondola and/or designated bus lanes. If the bus lanes are the preferred solution, then to implement that as soon as possible.	Jim Struve	Website
524	Some road improvements, enhanced bus option, bike/ped lanes, tolling, and better trail/parking facilities make sense. It is simply too busy at peak times. This is where I think the alternatives don't address the issue (total capacity doesn't really increase(42 people) with any alternative). The gondola makes sense, only because it removes the transit from the road, but it doesn't look like it removes any of the personal vehicle users. I wouldn't say busses are the biggest problem compared to personal vehicles, why can't we remove some of these from the road as well? Get the gondola to take the transit (1050) and a few hundred of the personal vehicles (2249). People will use it if it is appealing and driving for recreation costs more.	SPENCER TAYLOR	Website
525	Gondola makes the most sense. Buses break down and have issues in weather. The opening day last year for Alta was a 5 hour standing traffic jam because a bus went off the road GOING UPHILL! Take drivers out of the equation and actually make a decision that improves public safety rather than make it worse (i.e. car hit by avalanche last year.) Unavoidable if you fill up canyon with busses. Also the ongoing costs for maintenance and bus drives (and training for adverse weather conditions) would not make economic sense in the long term.	Chris Orino	Website
526	I support the Enhanced Bus with Road Widening alternative the most. Long Gondola rides are unpleasant and put strangers into confined spaces where disease (flu, colds, covid) with spread much easier. Thus, the Gondola is my least favorite alternative. Round trip time the Enhanced Bus with road widening saves almost an hour compared to the Gondola option, thus making it easier for partial day ski trips.	Rob Reiterman	Website
527	Gondola with parking structure on-site is a fantastic solution! Allows us to get on the slopes even when there is avalanche danger on the roads!	Brent Topping	Website
528	Gondola is the best option, IMO. While it's slower than the bus options in theory, that's only true when UDOT isn't pulling spun out cars out of ditches -- which in bad weather is constantly. I've been stuck in LCC traffic for hours on stormy weekends. The beauty of the gondola is that it will be the same speed no matter the conditions. It's also a more social and scenic, and I expect that there are a fair number of tourists who would gladly pay to ride a gondola in the summer.	Scott Fleming	Website
529	I would like to see an alternative Gondola option with better parking built to support to use of Gondola	Dan Mondragon	Website
530	Appreciate the thoughtful work being done. Bottom line: I support and trust the direction of Alta Ski Area's recommendations on LCC transportation enhancements and encourage you to strongly consider their input in final decision-making. Thank you.	Kevin Hirsch	Website
531	I am very interested in the Gondola	Grant Schettler	Website
532	After more than 30+ years of frequently driving this canyon it's about time that additional options are being submitted. I'm in favor of the gondola and road widening.	Andrew Holmes	Website
533	I believe the gondola to be the best option, but an additional parking structure at the base is the best parking method instead of the gravel pit lot. Thank you!	Stevan Thibodeaux	Website
534	After studying the options proposed, I favor the Gondola option as it is less likely impacted by weather, and reduces the traffic caused by buses by completely separating the public transit from the road. Also, the road construction feels to me like it will likely have environmental damage to the canyon to go too much further, so the gondola would have a lower impact.	David Clayton	Website
535	No longer understand what the goal is other than to sell more lift tickets by getting more folks up on the mountain and feathering UDOT's nest by squeezing skiers for fees. Currently, there is massive traffic on 1. Snow days 2. Sunny weekends. On those days, cars go up and once the lots and parking is taken, no more people can drive up (problem sorta solved). On other days, I have not experienced much of a problem going up Little Cottonwood Canyon (and I have recently skied 90 days a year). I am skeptical about environmental arguments since that objective would argue for fewer, not more skiers on the mountain. Perhaps the most reasonable compromise, if you are dead set on spending, is to increase buses (I have tried to use them on those busy days only to be unable to get on the first four that came by). But I would raise the Bus fees (kill my free bus privilege that comes with my lift ticket?). Given Covid, squeezing skiers for more money seems a sure fire way to kill the goose laying the golden egg — the resorts. You might ask yourself what you are trying to achieve. I think most have lost the plot.	Henry Sokolski	Website
536	The obvious solution is the Gondola. Initial cost is higher, however the cost of operations. Is one half the second best proposal. This will make the Gondola the best option. The savings in air pollution makes this the super option	Patrick Cassidy	Website
537	Love the idea of the gondola. Travel time is long but takes improves safety of travel and alleviates the need to time the bus schedule.	Jason Matthews	Website
538	The gondola is the most scenic, and best option to keep the road accessible for emergency vehicles, reduce the amount of car pollution and noise pollution in the canyons. European ski resorts have a long and successful history of gondola use in ski resorts. By no means should the road be widened for more car traffic in the canyons.	Ziva Petrin	Website
539	I support road widening the entire length for the enhanced bus usage. A bus breaks down, more can be sent out, or at least get around the problem. A gondola breaks down (as does happen) - and everyone is stuck / backed up for how long?? (plus an hour (plus wait times in line) on each end of a day - will only encourage people to drive to further away resorts (and the emissions and traffic that creates).	robert simonson	Website
540	Parking is needed at Gondola base station, rather than remote parking & bus to gondola base. Without parking, usage will be impacted - ie, people wont use as much.	ROBERT SHEPRO	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
541	Enhanced bus service is the ONLY option to avoid massive damage to the pristine Little Cottonwood Canyon. In addition to the added bus service, I strongly recommend that NO single passenger vehicles be allowed up the canyon during ski season unless staying at a Lodge or Hotel in the canyon. Mandatory Carpooling, with added parking at the base of the canyon will significantly lower vehicle congestion AND reduce participant pollution from automobile exhaust. Widening the road with cause extensive damage especially in those areas already constrained to 2 lanes. A GONDOLA would horrible both visually AND ecologically. That option should be tossed immediately.	Ernest Berckman	Website
542	Of course, a gondola from the mouth of the canyon would make the most sense thereby limiting the vehicular traffic to essential vehicles.	William Bentley	Website
543	I feel that the gondola is the best option. You need to put the parking lot at the base of the gondola otherwise people won't take a bus to a gondola. They won't want to do that. I won't do that. Otherwise next best option is to widen road. If there is no parking lot at the gondola I'm just going to drive.	Scott Fredrickson	Website
544	I own a condominium at 777 E. S. Temple and go often to Alta Ski Area in the winter. I support improving transportation up Little Cottonwood Canyon. Specifically, I support the Gondola option for transport to Alta, with the strong recommendation that the gondola station be adjacent to a parking area. People are much more apt to use a convenient option than to stagger to a bus with their skis, thence to the gondola, only to repeat the trek on the way back. The gondola option is the best, but it needs an adjacent parking lot. Maybe you could encourage the remote parking and bus option by offering free or reduced price gondola tickets to those who park at a remote bus site.	Marilynn Fairfax	Website
545	I vote for option two, enhanced bus service and roadway widening. The roadway is a major bottleneck to and from the lifts. I would look at making it two lanes each direction from the mouth of the canyon to Alta.	Jeff Wasden	Website
546	Transfers will always be cumbersome and a big deterrent to using a public transport option. Gondola sounds nice, but... drive/bus/gondola? No. This is one reason the trax to the airport is SO GREAT. It goes... to the airport! No secondary bus upon "arrival." Mixed feelings on road widening: nice pedestrian/bike option, but would it encourage more people to drive? Not sure. I also have concerns about enviro impact.	Paula Redinger	Website
547	Clearly the gondola will, in the long run, have the least impact on the environment. But adding in the bus ride to the gondola really muddies the waters. It would be well over an hour to get to Alta from the time you park your car?	Erik Brooks	Website
548	I favor constructing a gondola in Little Cottonwood Canyon with the addition of a parking structure at the gondola base. The addition of the parking structure would help reduce traffic and increase the use of the environmentally preferred gondola.	Dan Richter	Website
549	I support the modified gondola option.	Gregory Fisher	Website
550	I think the gondola idea is a great approach. What a wonderful asset to have in the canyon, for year round use!	Colleen Reilly	Website
551	I like the Gondola option. It looks like the best bang for the buck, especially looking into the future with the operation and maintenance costs, but maybe more importantly, it would make for a much more enjoyable ride with incredible views of the canyon, versus a bus on a winding road. I also like that there would be a gondola every two minutes, which would minimize wait times, and it would be independent of traffic and road conditions in the canyon. This brings me to another important factor. Would the Gondola option be a viable transportation option even when the canyon closes due to avalanche impacts? Because if so, then the Gondola option seems far superior to me, perhaps not even comparable to the bus options. I have been and have known several people who have been stranded due to avalanche or other road conditions and if this gives them a way out, that seems invaluable to me.	Shawn Campbell	Website
552	I suggest you designate separate buses for Alta and Snowbird folks and run more of them during peak times. Having to sit on a bus and go through the snowbird stops to get to and from Alta is what kept me from riding. Plus every time I tried to catch a bus it was always full. No matter which bus stop I went to.	jill bennion	Website
553	The gondola is the best method to provide a safe way and the cleanest method to move the large volume of skiers now in LCC. I have skied here since 1984 and the growth have been overwhelming. We need to improve the vehicular traffic in LCC. I would urge you to modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. This will facilitate and encourage use of the gondola and allow more of its capacity to be used. Thank you.	Kathleen Murray	Website
554	As a resident of Salt Lake City, I think the gondola option is the most suitable. We don't need more vehicles in the already overcrowded canyons. Numerous studies show that road widening leads to induced demand and further congestion. The gondola option is less expensive to operate and could run mostly (or completely) on renewable energy. That would also help with air quality during the winter (i.e., inversion).	Alessandro Rigolon	Website
	Alessandro Rigolon Assistant Professor Department of City and Metropolitan Planning The University of Utah		
555	I like the idea of a gondola, but have a parking structure at the base of the gondola. Not at the parking structure at the base of Big Cottonwood Canyon. I feel that more people would use the parking at the gondola base and thus use the gondola. It seems more conducive to the environment. The parking structure at the base of BCC should be used for that canyon.	Nancy Holman	Website
556	I see and hear all the crazy costly plans for The cottonwoods but has anyone given any thought to the fact that from point of mountain to Spanish fork is the fastest growing area in the country and the cottonwoods are the closets resorts .wouldnt it be more feasible to find and build a ski area or two to accommodate the growth in Utah county the only area to Utah county is Sundance.and for the plan for the cottonwoods you had the opportunity to get of hold of the old progressive plant nursery and make a transportation hub but lawyers and developers always win out . There is no room to park 10k vehicles at the mouth.I would say limit the number of passes sold.greed needs to take a back seat to responsible preservation of our canyons	Tim Nee	Website
557	The Goldola option is the only sustainable option to go with. O&M fees also are much lower with this option 1	Parker Scott	Website
558	If you want people to use mass transit your mobility hubs need to be much closer to the proposed Gondola or busses. The average family of four will not take a car, bus and another bus/gondola to ski at Alta or Snowbird. These proposals are not catering to anyone who has a family with kids.	aaron jacobs	Website
559	of the 3 options being given I would like the gondola with a parking structure at or very near it's base I am strongly aligned with Alta Ski Area's vision and request for the "modified gondola" proposal.	Terry Stapley	Website
560	For environmental, aesthetic, user-experience and weather-proof considerations, this is clearly the optimal long term solution. Alta and the state of Utah has a historic opportunity to do this "right" — rather than quick, easy or lowest cost. Let's look to the successful examples of many European resorts which have successfully implemented similar Gondola transport solutions, e.g. Le Chable - Verbier in Switzerland. Sincerely, John Mutterperl	John Mutterperl	Website
	I'm in favor of enhanced bus option.		
	Also, I think that another way to control the traffic would be to simply charge people to drive up the canyon in the winter months - like Millcreek Canyon. Perhaps the fee is greater if people drive up alone, and less if they carpool? If people are paying \$100/day to ski, they can certainly pay to drive up there. This would encourage carpooling and would cause people to more carefully consider how often they drive up there. Also the money could be spent on canyon maintenance and sustainability measures.		
561	I do NOT want to see the road widened, and I do NOT want to see a Gondola added to the canyon. Both of those options with have major negative impact on the canyon in general as they are major construction projects. The canyon would lose some of its natural beauty if you had to look at a gondola going up and down all the time. I also really think that access should be developed from American Fork Canyon. It makes a lot of sense to spread out the traffic impact between two canyons. Plus that might eventually encourage some more sustainable land use in AF canyon and better management of that area so that every single person in the state with a UTV or motorcycle doesn't continue to ruin that area. My thoughts. Jared Meyers 39, avid resort and backcountry skier, and longtime resident of UT (1987)	JARED MEYERS	Website
562	I think that running a Gondola up LCC would be the best option to reduce traffic congestion and improve access to LCC. However, it would be best if there was parking directly at the base of the gondola. If people have to park at a separate garage and then take a bus to the gondola, most people will choose to drive as it would be much more convenient than having to transfer. However, if you can park at the gondola, it becomes a very appealing option to get to Alta or Snowbird in a safe, efficient, and environmentally friendly manner.	Michael Benjamin	Website
563	Thank you for your hard work in improving winter travel in the LCC. I think the Europeans would approach this by finding a way(s) to move large amounts of people in a single vehicle like very large buses or a small elevated rail system. The road widening would be my last choice for reasons that include costs ; destruction of the environment, and a result that would only move more traffic in the canyon but not address the feeder highways.	FRANK BUSELLI	Website
564	I favor the enhanced bus with roadway widening. If possible to add a third lane the length of the canyon, it could be one way up and down at peak times. I do not think people will be willing to park at the gravel pit, bus to a gondola station, then ride the gondola to the resort. The only way the gondola works is if there is a parking structure that is located at the gondola loading station. Thanks	Glen Boynton	Website
565	I support the gondola	Caroline Masters	Website
566	Building a wider road without adding parking is a HUGE PROBLEM. I would recommend increasing the number of buses to incentivize people to park in other areas and ride the bus. The gondola might be helpful for some people...but it just creates another area that people have to drive to. So it's, if anything about increased buses AND adding the gondola, that might work for some people. But I'd start with the buses first, that's the least environmental impact.	Terry Berliner	Website
567	I support Alta's proposal for a modified Gondola option, adding a parking structure at the gondola base station. Then the Fort Union area lot can be used as overflow/backup when the structure fills up. I know it increases the cost, but in the long run the environmental impacts of the gondola option with base parking will be better for the canyon, better for less weather/slide impact on traffic, and more convenient for users to get to Alta and The Bird. Thanks for considering (and hopefully adopting) the gondola with base parking option!	Gerrit Westervelt	Website
568	I'm in favor of the gondola option with a parking garage at the bottom of LCC. It seems like the least impactful on the beautiful terrain while also allowing speedy access. 46 minutes up and down the canyon is a bit, but it can certainly be much longer in traffic or when dealing with inclement weather.	Tayl Moss	Website
569	The gondola seems to be the best option, although adding parking stalls at the gondola base station would be much more effective than at the "mobility hub".	Michael Paskett	Website
570	Its a fantastic idea and brings Alta/Snowbird into the 21st Century regarding transportation and environmental issues. Driving up the hill in a pollution spewing automobile, fighting avalanches and traffic was a great idea in 1975 but we need to move forward with transportation modes that have been in Europe for decades.	TONY SALAY	Website
571	I see the need for a parking structure at the base of the gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. People will not use the gondola if they have to park and take a bus to use the gondola.	Denise Ballard	Website
572	Modified gondola plan just like what Alta wants. Busses suck.	Andrew Law	Website
573	Winter traffic has become too crowded. I have been stuck for several hours, multiple times, the last few years on buses that are stuck going up/down the canyons due to traffic accidents in bad weather. More buses without personal traffic restrictions are not the solution regardless of added lanes. The gondola would have the most impact to relieve the issue - little to no wait time once on the gondola, avoids traffic accidents, comes regularly regardless of traffic/weather. Regardless of what is chosen - parking at the base of the canyon is absolutely needed. Forcing people to take buses to the gondola station simply continues the problem of being at the whim of traffic and city bus delays/availability. Without adequate and easy to use parking (multi-story parking garages near the canyon AT the gondola station), people will continue to be discouraged from using alternate transportation options and this will all be a waste of effort, money, and time.	Taylor Jensen	Website
574	5 lanes on Wasatch. Bus with shoulder lanes and snow sheds up LCC.	Matt Liapis	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
575	I am very supportive of taking actions to improve the accessibility to and from Alta and Snowbird. The options of widening the road and traveling to the resorts by gondola both sound like viable alternatives which would dramatically reduce the time spent traveling to the ski resorts on powder days. I have waited in my car for 3-4 hours on big powder days. Half the time, we skip skiing on the best days of the year because of the hassle of getting to the resorts. This has to be impacting the tourism draw of these resorts. Good luck in your efforts. Great to hear that actions are being considered!	Marty Ostermiller	Website
576	I vote for the Gondola, unless you widen the road to 2 lines both ways, the canyon will still be a mess on big snow days.	William Peterson	Website
577	Support the proposal provided by Alta Ski Area: gondola at entrance to canyon with parking structure.	Joe Coccimiglio	Website
578	I am in favor of the GONDOLA service for 3 main reasons: 1) Reduced traffic-related roadblocks/accidents 2) Environmental Impact due to reduced emissions 3) There is no need for a 4WD/AWD as such increased footfall However, we have to keep in mind: The Gondola service is time-consuming as such having a big parking lot right at the base of the Gondola station will maximize available ski time during the day. Some sort of seasonal Gondola Pass with a reasonable price point will be helpful as well.	Aritra Ghosh	Website
579	Why not close the road and provide skier transportation by rail only. Examples are abound in Europe.	Cameron Chehrizi	Website
580	I think enhanced bus service is the best option and can be modified/improved as technology improves (i.e. emissions). The buses should be the cheapest and fastest way up the canyon and then people will use them. Unfortunately, the gondola seems long and inconvenient for people who are used to just driving up and thinking it only takes 20 minutes (even though it can take hours!).	Donald Reifsnyder	Website
581	Gondola I would favor a gondola system IF the parking lot at the base of Little Cottonwood Canyon is able to remain available. As a resident of the Granite neighborhood, I would be going 8 minutes out of my way, and adding traffic to Wasatch to park at the Ft Union / Wasatch parking lot. Parking at the LCC parking lot is ideal. If this option is removed, I would prefer driving up the canyon myself. I would be willing to pay an annual fee for access to the LCC lot. Between the Gondola and increased bus service, for me it comes down to whether or not the LCC base lot remains available. If putting in a gondola system means removing that lot, then I would have to come down in favor of increased bus frequency. I already can walk from my front door to the closest canyon bus stop in 3 minutes. My hesitation for using the bus in the past has been the infrequency of the schedule. I would gladly take the bus every time if it simply operated more frequently.	Christin Van Dine	Website
582	Whichever option is chosen, roadside parking at the resorts should be greatly limited. People need to get used to the fact that some form of public transportation is the best option. A few trips up the canyon with no parking available will reinforce the notion that public transport is less hassle. I do not favor widening the road. That's a project that would take years to finish, would destroy natural beauty, and would increase traffic on 94th/98th south. Additionally, increased traffic with nowhere to park at the top will only lead to more frustration, more of a race up the canyon, more accidents. So my vote: If the LCC lower lot can remain, then gondola seems great. If the gondola means removing the LCC entrance parking, then I prefer increased bus service with more parking restrictions at the top, and without widening the road.	David Oswald	Website
583	I would vote for the Gondola first, and the dedicated lane second. After reviewing all of the materials, these feel like the right balance between all of the concerns and pros/cons. Thank you!	Jeff Selander	Website
584	I really like the idea of a gondola, as it will be impacted less by weather than the road surface. However, not including a parking lot at the base of the gondola is a mistake. It will be far less convenient for people to park and take a bus to the base of the gondola. I know I'd think twice about taking it if I could not park right at the gondola.	Charles Rantala	Website
585	I support the gondola option as better for the environment and less impacted by regular traffic than the two bus options would be. A train would also make sense to me. I support enhanced bus service with widening LCC road. I do NOT support a Gondola up to Alta. Besides destroying the beauty of the canyon and what little wilderness remains, it is not a reliable method of transportation. I have skied Snowbird for many years, and their Gondola is frequently down due to weather and mechanical issues. I would not want to be on a Gondola during a blizzard or wind event. I also believe that closing LLC road during a weather event is safer limiting the amount of cars in the canyon	Jason Lozano	Website
586	The gondola is by far the best option in bang for your buck financial terms (with a lower operation and maintenance cost, and moderate initial construction cost) as well as in terms of rider satisfaction and comfort. I think ridership would be higher, thereby giving a better return. A two minute wait for a scenic gondola ride is much better than a 10 minute wait for a curvy bus ride. Which also means the plan should be modified with construction of a new parking lot where you board the gondola, eliminating the need for buses and the ongoing costs associated with the buses. In the grand scheme of a project of this scale, a parking lot cannot be very significant. Nobody wants to wait twice, and have to gather their belongings to board twice. Imagine this with kids. No thank you. Not to mention that a lot of people would have to drive past the canyon, out of their way to get to the bus parking lot. Hands down, the modified gondola is the best approach.	susan squire	Website
587	I am in favor of the Gondola option with parking at the Gondola base	Lara Campbell	Website
588	We support the revised gondola solution proposed.	Stephen Spencer	Website
589	I support the alternative gondola proposal as suggested by Alta Ski area which would include the inclusion of a parking area at the bottom of the gondola instead of the use of a bus from the gravel pit lot to the gondola base. The more the number of transfers, the greater the hassle the lower the utilization and success of the overall project.	Lisa Coburn	Website
590	I don't think that anyone wants to start their ski day with an hour long gondola ride. I know that I would not. I have always thought that the buses should be the fastest and cheapest way up the canyon. Let people in cars wait while the people on buses speed by all the traffic. It won't take long for people in their individual cars to see that the bus is the way to go. Too often the bus is sitting in the same traffic as cars and then people think they are better off in their own car listening to their own music, etc. The bus needs to be the best option and then people will use it more.	Douglas Skyer	Website
591	I strongly support the gondola alternative, but in addition to the gravel pit transit hub would also build a parking structure at the base of Little Cottonwood, so that there is added ability to support transport by gondola when bus service is not operating between the gravel pit and the gondola base station. Overall, the gondola proposal seems to be the most forward-looking and environmentally sound proposal, and is the one that best mitigates the adverse impacts of road closures that affect cars and busses alike.	Lisa Reifsnyder	Website
592	Snow sheds are a great idea for an avalanche-prone area like LCC and they should be built as part of any plan. Without a way to minimize the road closures due to avalanches, a plan misses the mark. A gondola may bring more issues than its worth as far as how to get to the gondola, parking far away from it and then shuttling to it, and waiting in multiple lines just to get to the resort. As part of the increased bus plan, I'd like to see resort-specific bus routes added from each park and ride lot as well as other areas of the valley like the U of U or other areas that have plenty of open parking during the weekend. Any plan MUST include more parking near the mouth of the canyon and down Wasatch Blvd. Parking garages would use the same footprint and should be considered. A small fee for parking would be worth it to people or could be part of their season pass fees.	Petr Janata	Website
593	A gondola would be very important to have for Little Cottonwood Canyon. It's environmentally friendly and could provide a fun experience for families when they visit. It is best to reduce our carbon emissions because of the issue we have with inversion every year in the summer and winter. Every step helps in creating healthier air for our state and world.	Eric F	Website
594	Gondola with parking structure.	Lucas Stewart	Website
595	I am completely in support of the modified gondola proposal backed by Alta, with the recommended increase for parking at the base of the gondola. I additionally would like to see a toll charged in the little cottonwood canyon (daily / monthly / annual passes) to further incentivize canyon users to use the gondola vs driving.	Jason Smith	Website
596	I'm not sold on the gondola. I sit two blocks off of LCC at 3100 East and have trouble getting to and from home during the winter due to traffic and avoid skiing during the best conditions because of traffic. I would rather see a some sort of bus only lane that only in the rarest of circumstances gets delayed. Perhaps even closing the canyon to car traffic during high times would be fine. You will need to have a robust bussing system in place as the stop by my house has the busses completely full by the time they're at my stop. It's really not a good situation to have car traffic backed up to eastdell which is a pretty common thing in the winter and it causes issues for all of the residents. I'm all for public transportation but I'm not sold on the gondola. I don't see how that will alleviate much of the traffic. One other part that needs to be done to encourage busses is to stop allowing the cats to just park on the roads waiting for the canyon to open. I understand the concern to keep car access but it's not sustainable at its current pace and I don't see how a gondola makes this better. Especially when they want to add a parking structure closer to the canyon. (Alta's idea per their email). Keep the traffic further from the canyon. Please. The last thing I want to do after working all night is macgyver my self a route home through neighborhoods. Which is getting more difficult thanks to the skiers who think they found a short cut who just end up blocking my alternate routes.	Brita Vedejs	Website
597	Gondola is a great idea!	Adam Humpal	Website
598	The gondola is clearly the superior option in terms of operating costs and uptime. The bus options suffer from the same drawbacks as the current bus system - few want to stand in a bus for an hour when you could drive your own car. However, the parking for the gondola option needs to be at the base of the gondola for it to be viable. A bus transfer to the gondola adds too much time and logistic hassle to be at all attractive over a private vehicle, particularly for families. Think of trying to herd three kids + equipment on / off the bus and into the gondola, then do it again when the kids are tired at the end of the day. Just not happening.	Andrew Casey	Website
599	Please revise the gondola proposal either to include a large parking garage at the base of LCC or to extend the gondola along Wasatch Boulevard to the "mobility hub".	Todd Sangster	Website
600	Enhanced Bus	Joseph Edman	Website
601	ROAD WIDENING!!	D H	Website
602	I support the gondola option if we can get parking at the base of the gondola. No one wants to get on a bus, get off the bus, and then get on the gondola. It will take way too much time. If that is not an option, I would support enhanced bussing with increasing the roadway.	Kristen Edwards	Website
603	Gondola would be the reliable option but needs to have more volume than planned for sure or at least be upgradable for more ease way in the future same with the parkade I'm Canadian who loves utha and for sure I be using that option if available not only in winter time!!!	Jacek Miskowski	Website
604	I have already submitted comments in which I didn't really support any of the three alternatives. I would support the amended gondola alternative, as suggested by Alta, with parking at the Gondola base station. Due to the size of the parking lot which would be required for both Little Cottonwood Canyon Ski Areas, I would also suggest an easy access people mover system, such as a sheltered conveyor belt, on both sides or the middle of the lot.	Toby Kravet	Website
605	Improved bus transportation is a viable option to improve canyon traffic congestion, but ONLY if you can get buses in service that can actually go the speed limit up the canyon. Currently the buses just slow everybody down and add considerably to the congestion able only to go up the canyon at 25 MPH in a 40 MPH zone. As a result, they impeded traffic SIGNIFICANTLY, thus adding to the congestion problem, not helping it by moving 100 skiers uphill in a single vehicle. Certainly there must be alternative turbo buses of some type that can go uphill at a reasonable speed...as opposed to adding to the problem. Thanks.	Michael Keough	Website
606	What provisions are being considered for the cabin owners in the Albion Basin?????	Christena O Gates	Website
607	As a frequent skier and employee near the park and ride on Wasatch Blvd I am well aware of the need for improvement in transportation to the Cottonwood resorts. I also travel a great deal and have seen competing resorts around the country and how they handle the congestion. Utah has a chance to truly differentiate itself with this plan. A gondola from the base of each canyon, with parking at the gondola base would make a world of difference as we compete with Colorado for travelers. The current Gondola proposal requiring bussing before reaching the Gondola is not enough. We must deliver a world class experience that stands out among our competitors.	Casey Nelsen	Website
608	I am a regular skier at Alta/Snowbird, where I have been coming for over 20 years. I support the Gondola option, as the mountain road is too congested. The gondola option will be cleaner and more pleasant, more environmentally friendly. But please put a parking lot at the base of the gondola station -- having to park and take a bus to the Gondola is horrible!	Ellen Kendall	Website
609	I have been a local resident skiing Alta for 35 years and I support the gondola. Thanks for taking on this project. -Elizabeth	Elizabeth Tea	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
610	We need to do "something", anything. The inaction is going to kill us. I'd prefer a gondola, per the report it seems like it has low maintenance costs, it has less chance of being disrupted (accidents and avalanches regularly impact the road). It might be worth looking into a tunnel as well. I'd strongly recommend an alternate path to LCC ski resorts through American Fork on top of any of these efforts, access to Alta and Snowbird can be had through Mary Ellen Gulch. It has been studied in the past - It would alleviate all of the local traffic from Utah County coming up and clogging the canyons. I know a vocal minority doesn't like the idea of expansion in this area, but nobody wants to do anything - we need to do something, it's a matter of safety.	Marcus Sorensen	Website
611	My vote is for enhanced bus service.	Tristan Smart	Website
612	I would very much favor the proposed gondola option and enhanced public transit.	Andrew Wagstaff	Website
613	I would like to see enhanced bus service and a gondola. It seems best to me if you could avoid widening SR-210. It's the most beautiful canyon drive I've ever seen, and I would hate to add concrete which necessarily subtracts from the natural character of Little Cottonwood Canyon.	Greg Krakau	Website
614	if the gondola has seats for all then a 63 min ride would work. The bus with widening of road works. As long as there is seating only. Standing on a crowded bus in ski boots with gear in hand doesn't make a pleasant ride. Especially if you are my age 60 yrs old	bruce c hochberg	Website
615	After reading through the proposal I am in favor of a modified Gondola alternative. It will make for cleaner air, be mostly weather resistant, and greatly reduce the impact in the canyons. This is a future facing alternative rather than a patch on an overloaded system.	Sam Wright	Website
616	A large parking structure should be constructed at the base of Little Cottonwood Canyon with a warming room or a small mall in which patrons can get a bite to eat or some coffee.	Erik Misiak	Website
617	A gondola would not help the canyon traffic significantly and would ruin the natural landscape of Salt Lake's most gorgeous canyon.	Eric F	Website
618	The gondola option, as written, is not something that should be implemented. Parking, unloading, taking everything with you for the day, getting on a shuttle, unloading, getting in line, loading onto a gondola, and then unloading at the resort is a pretty cumbersome process for an individual, if not completely unreasonable for a family of 4+. Adding a significant amount of parking, like 5-6 level parking structure, at the base station of the gondola would make a ton of sense and take quite a bit of hassle out of the process of reaching the resort by gondola.	Jessie Johnson	Website
619	The increase in capacity up and down the canyon, with a substantially lower environmental impact than increased bus services, makes the gondola the obvious choice.	Steve Stanton	Website
620	I feel the gondola is best option but do not support a toll as this will cause an increase in traffic jam & we already are taxed to death in this state. The bus options are bad because they slow traffic and already get backed up at the snowbird center with 4 buses per hour Looking at and reading the advantages of each proposed option has been very enlightening. My Top option would be the gondola. Less overall impact on the environment as to traffic and emissions. Yes i know the bus would run on natural gas, but that still puts concern on the canyon. The gondola wouldn't get stuck from icy roads or snow delays. The gondola would be fun to ride no matter the season. It would help October fest. Which I have not gone to for a few years because of traffic and parking. The gondola wouldn't really be affected by avalanche control or natural slides. 2nd option would be the 24 bus running every 6 minutes. The 3rd option dedicated bus lane is starting to get pricey and affect more people on the whole.	timothy dieckmann	Website
621	I'm a former SLC resident, frequent visitor, and Alcoholic since 1988. I welcome any improvement measures. All the presented options make measurable additions. Future measures will almost certainly be required in addition to the current plans. Have you considered next phases? Could you make additional investments now to clear the way for future additions? For example, if you are going to be disrupting properties, spend the extra dollars now to prepare it for the next wave of improvements to be less disruptive in the future. Whether it is 10 years or 50 years the trend of growth is bound to continue. Thanks for improving access to these world class destinations.	Aaron Suzuki	Website
622	Gondola would seem the most logical, from an environmental standpoint, versus clogging the canyon with more buses. A couple things to consider with this is charging \$10 or \$15 to park at Alta lots, which may deter some traffic. Also, have some exemption for seniors as starting out the day standing for an hour on a gondola holding your equipment can take a lot out of you. Thanks for listening. Love Alta!	Craig Karr	Website
623	I love the idea of the Gondola. This would be such a nice and elegant solution. Clean and effective. However, I strongly believe that the Gondola needs to start at a parking lot. Having to park, get on a bus, transfer to a gondola is cumbersome. If I cannot park at the base of the Gondola and jump straight on I would not use it. My family skis Alta. Having to pack kids on and off a bus and then make that transfer would be too burdensome. We would still drive under your current proposals. Buses are antiquated and outdated solutions to traffic problems. Focus should be on an easy on and off Gondola system.	Richard Alley	Website
624	I would put in a gondola and parking deck at the base of the gondola in Little Cottonwood Canyon or run the gondola from the Park City area which would make the most sense.	JEFFREY CHAREN	Website
625	Gondola with a LARGE parking structure at the base is the way to go. Parking is key and will be beneficial for all three solutions. However, gondola is the only way to dramatically increase throughput for years to come.	Rene Kolga	Website
626	My household of two prefers the gondola option with parking lot at base of the gondola. This is the proposed option Alta Ski Area has recommended. Thank you!	Brad Crete	Website
627	I'd like to see the gondola option happen with changes recommended by Alta for parking at gondola base.	Liesl Einerson	Website
628	I support the Gondola alternative, and particularly if the enhancement suggested by Alta is used. Park my vehicle, take bus, transfer to gondola is too messy. We need to park, ride and arrive.	Alan Blackburn	Website
629	Add a gondola to ease traffic pressure and avy issues. But most important still leave 100% personal vehicle road access for all those that still want to drive. Gondola only restrictions will only cause long lift lines waiting for a gondola at bottom of canyon. Let us choose how we want to get up canyon. Just add a gondola as an option	Bob Johnson	Website
630	Long time lover of the canyons here. Buses suck. They are cramped and hot. I want a train like Trax that takes you to the top. If you cannot have a train a gondola would work too. Not a bus. Thanks!!!	Sierra Kurian	Website
631	Enhanced bus service is best. Widening the road will impact the canyon unnecessarily.	Anthony Rice	Website
632	I really like the 'enhanced bus with roadway widening' alternative option. I think the low travel time will be attractive to many riders. I also think the mobility hubs and bus priority lanes on Wasatch Boulevard will be very helpful.	Lauren Swanson	Website
633	My second favorite alternative is the gondola, as this would make for fewer cars and buses on 210 and lower the chances of accidents in bad conditions.	Nichole Vargas	Website
634	Enhanced bus with roadway widening for peak periods!!!! Gondola	Mike Elliott	Website
635	Hi, this is a great start, but more information is needed that would be helpful to the end user (i.e., the public). Examples: Will buses be uncomfortably packed like sardines (as they currently are) to make the first 2 options work? What is the estimate of time for each of these to be deployed? What is the estimate of down-time due to winds (for Gondola) and unstable snow conditions (with snow sheds)? What are the details on road toll proposals? Will tolls guarantee that gondola or buses will be used to capacity at all times rather than only at peak times (and hence seen as a boondoggle if viewed as seldom utilized)? I appreciate that the goal is to make this work for 2050, but technology is moving so fast and in an exponential manner, all of these options are likely to be antiquated by 2050. A time line from now to 2050 would be helpful. A gut reaction is the Gondola looks best in terms of cost and maintenance.	Noah Syroid	Website
636	I believe that there should be a single parking lot at the base of the canyon. Park and jump on the gondola like many ski resorts in Switzerland and Italy. Asking the skier to park, ride a bus and then the gondola seems prohibitive the goal of providing a streamlined service with convenience.	Jeanne Crockett	Website
637	We need a gondola!!!!!!!	Zoe Flavin	Website
638	Gondola, please!	Aaron Boyce	Website
639	Gondola. Sustainable long term solution	Max Scrimgeour	Website
640	I believe a gondola with a parking structure at the base of it is the best solution.	Bob Dillon	Website
641	I support the gondola. That being said, regardless of what option UDOT proceeds with, I think that additional consideration needs to be given to an Alta-only route. Snowbird is so much busier than Alta, and has multiple bus stops. As it stands now, the snowbird bus stops increase transit time by 50% of what it would be if going straight to Alta. Additionally, at the end of the day, busses are often already packed with snowbird skiers before the bus even reaches Alta. Having an Alta-only route that runs on a more limited time schedule, for either the bus or the gondola, would greatly encourage Alta skiers to take public transit. Additionally, extending the schedule further beyond lift close would allow those skiers who would like to stay and Apres the ability to take public transit (and likely cut down on impaired driving).	Emma James	Website
642	Thanks for all you. I support the modified gondola alternative as proposed by Alta Ski Area.	gabe mickel	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
643	<p>To whoever reads these!</p> <p>Thanks for doing your part in making our community better.</p> <p>What kind of seating will there be for people in the gondolas? 35 people of capacity is great (unless my math is wrong 1050/30 =35) but if people have the option of sitting in a warm car versus standing in a cold gondola, I worry people may not want to deal with being uncomfortable for such a long ride especially after possibly waiting/standing outside for your turn in the gondola.</p> <p>Would make things a lot better if they had small heaters and many fold-down seats (to accommodate peak hours but comfort when available) I think undoubtedly this option would be great.</p> <p>What hours would the gondola run? Is there a pass for the Gondola? Telluride's free gondola operates nearly 24/7 and can be used for recreating like hiking and biking in the summer as well as skiing during the winter.</p> <p>Thanks!</p>	Troy Tully	Email
644	Focusing on environmental protection, ease of access in all-weather environments and just overall scenic beauty--having a gondola solution will be transformational to the skiing experience in cottonwood.	Karl Sjogren	Website
645	Enhanced bus service is the best alternative and is sustainable. Use the older buses that are in-service in the city. A gondola is an amusement ride not to mention it ruins the viewshed of LCC and BCC. Question: why are taxpayers going to pay for a gondola or the like for the benefit of privately held companies to increase their margins? We need an infrastructure that is adaptable and not a static fixture. Please think outside the box here folks.	Marshall Baillie	Website
646	The Gondola proposal seems the best alternative, and one that I've heard echoed from those who ski European destinations. mg.	Michael Gills	Website
647	I think it would be best to enhance the bus system. Building a gondola would destroy the natural environment, and the natural environment is what Utah is known for. It is important to stay true to our values as Utahns, and a gondola is not what is best for our mountains.	Leo Smart	Website
648	Light rail to Gondola base. Gondola over to Brighton / Solitude and to Canyons / Park City / Deer Valley. At Telluride they run the Gondola until Midnight to let people staying on the slopes to go to dinner/bars using the Gondola...awesome!	William Sween	Website
649	I'm an avid skier from out of state writing in support of the gondola option.	Weston Reynolds	Website
650	I'm in favor of the gondola and modifications as requested by Alta.	Gary Allen	Website
651	As a long time Alta skier I support the concept of a gondola system but that would not be practical unless vehicle parking was at the gondola base station. A multi story parking garage that includes some below ground parking would guarantee a major traffic reduction in the canyon. A parking area more than a couple hundred feet from the gondola will doom the goal of the project.	Ken Voytac	Website
652	My preference is the Gondola alternative with a modification to build a parking structure at the bottom of the canyon, to make the trip from car to Gondola easier.	Scott Webb	Website
653	I support the gondola alternative.	Zavis Zavodni	Website
654	I support the Enhanced Bus plus Roadway Widening option. Although I live in Texas, I visit Alta 4-5 times per year for skiing in the winter and hiking in the summer. This enhancement would be most beneficial.	Jeri Karr	Website
655	I think a gondola is a good long term solution. In the near term I think enhanced bus service should be combined with charge on parking at the mountains (same policy as solitude implemented in 2019 - 1 person in car = \$20 charge, 2 = \$15, 3= \$10, 4= \$5, unlike solitude I do NOT think there should be season parking passes made available at a discount) but instead of the resort keeping the money it should subsidize the enhanced bus service/ building of the gondola.	Bryan Gibson	Website
656	I definitely support the Gondola concept. It is the only option that scales while reducing the carbon footprint. It also allows access during extreme weather without risk to people.	Kevin Lynn	Website
657	Alternative 2-good for peak flows but will allow great access in the summer via dedicated bike lanes etc.	Marshall Baillie	Website
658	I support the gondola service	Harland Hayes	Website
659	<p>Question, why not run the Gondola all the way to the "Mobility Hub", reduce transit time and buses?</p> <p>For those of us that have young children and or grandchildren, it would make the Gondola a much more appealing option while we heard rugrats with ski equipment...</p> <p>Thank you for driving the conversation, and allowing us to participate, even if we do not live in the valley.</p> <p>Dave and Susan Bernd Alta Pass Holders Atlanta Georgia</p>	David Bernd	Website
660	Of the 3 options, I really like the bus & road widening. It helps skiers. Its fastest. It helps bikers. Alta resort has said that the Gondola version would suit them best but it would only work if the parking was moved to be next to the Gondola base.	Diane Schnarr	Website
661	I like the Gondola idea	Natalie Miller	Website
662	<p>Wud vote for the gondola with parking at the base of the gondola. We ski Alta with six adults and four children under 12 years of age. Getting all that equipment from car to bus to gondola would be discouraging to say the least.</p> <p>Hello-</p> <p>In My opinion the only option that makes any sense from a cost, community and environmental standpoint is enhanced buses without widening SR 210. I agree congestion is a major problem but like anything else in life it should be more about changing habits then adding major infrastructure. Canyon users should be forced to take buses and buses should be electric-similar to Zion NP.</p>	Frank Puleo	Website
663	<p>I also worry about resorts wanting to increase revenues by adding more and more skiers to our hills. With the past growth we've seen in the Valley the experience, from a local perspective, is/has changed and it is not for the good. I understand the need to make money but enough is enough and local canyon users should think about the long term impacts of more and more people on the trails and the slopes. Widening the road or adding a gondola will create a new infrastructure for future expansion that will load up the canyons with people without any real long term balance considered. This is what governments, developers and people do and its been proven over and over again. We need to speak up and protect our incredible landscapes. Once the damage is done its too late!</p> <p>Thank you, TQ a concerned local</p>	Thomas Quam	Website
664	<p>The gondola sounds like a great option. Issues with it I think should be addressed in order to make it viable include:</p> <ol style="list-style-type: none"> 1) Shorten total time - How long does the gondola ride take if you can park at the gondola base? 2) Can the design plan for future expansion to/from Park City - This would be a MAJOR coup for the entire SLC ski area and would put it on a world class setting beyond what it already is. 3) Do you foresee much gondola stoppage due to high winds - I think you are proposing having the gondola go along the road. I am not aware of high wind issues there but might be wrong. 4) Can the gondola either be extended further into SLC valley or can rail transit be planned for to help - This would also be a major accomplishment. 5) Would you consider a future expansion connecting little and big cottonwood canyons so that skiers do not have to drive once at one or the other ski areas - This would also be really nice 	William Fauntleroy	Website
665	GONDOLA! My family fully supports the gondola option, we wouldn't have to drive up the canyon, we can avoid the wear and tear on our car, keep things safe, be one less car on the road.	Meg Simone	Website
666	The Gondola option is clearly the best, however, there should be parking directly at the gondola base. While I'm from Ohio, I make trips to ski the Cottonwood resorts 2 to 3 times a season (I have close friends in Cottonwood Heights.)	Keith Chelm	Website
667	A parking structure at the base of the canyon would encourage Gondola use. The multiple transfers is undesirable and outfitting. An intermediate exit point at the Tanners flat Gondola angle station would be useful. A completed trail system from the top of the canyon to the base of the canyon would also be useful. I didn't see a discussion on use during high avalanche hazard. The gondola is useless if it cannot operate during high hazard conditions.	hugh boyle	Website
668	<p>Hi - I visit Salt Lake City a couple of times a winter to ski Alta (and sometimes Snowbird). I usually stay in a hotel at the canyon mouth and rent an AWD to get to the lifts. So I'm definitely part of the congestion problem.</p> <p>I've tried taking the bus before from the hotel before and it hasn't been fun. Sometimes the buses are full and oftentimes there is very little room, which is very difficult with a family. I do also have safety concerns (maybe unfounded) about the buses.</p> <p>A gondola up the canyon sounds like an amazing idea and I would definitely use it to get up the canyon and not drive. I think the Alta idea of a large parking lot at the gondola base is probably a good addition, as a tourist I would probably still rent a car but could get a smaller non-AWD car to drive around the valley.</p> <p>Another idea I had after looking at the plan summary was maybe having Snowbird-only and Alta-only gondolas? Just thinking about the unloading experience (and also loading to come back down). I'm sure there's been thought on this and could probably adjust as needed once infrastructure was in place.</p> <p>I really like the gondola idea.</p>	Stephen Napier	Website
669	Hi, I ski at Alta every year and have reviewed your well thought out plan options and I strong recommend Gondola Alternative 2 followed by Gondola Alternative 1 as the best path forward. I think either will be a marked improvement to winter travel in the canyon. Thanks much, Mike	Michael Dugery	Website
670	Gondola, definitely. But nobody is going to use it if they have to park, then bus over to the gondola. You need to build a parking lot right by the gondola loading platform so people can just walk over.	Rober Meyers	Website
671	I support the gondola plan.	Phil Snyder	Website
672	<p>The Gondola alternative seems unworkable if people cannot park at the gondola base. Having to first take a bus, then take the gondola will be VERY annoying to most people, likely causing very low gondola ridership. If that happens, the capital cost is a complete waste. The increased bus service options are prone to heavy crowding at peak times/days if there are few pickup points. I highly recommend that the planners talk to large European resorts that have run bus services for decades (e.g., Chamonix and St. Anton) to get their lessons learned. I have been there many times and their services are excellent - not the complicated patchwork solutions you tend to see in the US. In Europe ski buses are free. The capital and operating costs are paid through tourist taxes. The advantage of this is to not burden skiers with having to fumble for their money or their phone. pickups and dropoffs are super efficient. I can say for sure that if the Cottonwood bus service requires people to drive to one or two lots it will be a loading mess on busy / snowy days. The same is true if each rider has to pay. So much time is wasted with tourists figuring out how to pay and validating payment when boarding the bus. I think whichever alternative is selected, there should be high confidence that it will deliver a VERY PLEASANT AND EFFICIENT skier experience. Long wait times to enter a limited number of parking lots, bus boarding wait times, bus crowding, and fumbling for payment while carrying ski gear will all lead to very bad customer experiences which in turn will negatively impact Utah's standing as a ski destination and depress ridership. My view is that the best combination is a very smooth bus service with many buses, several pick up and dropoff points in the valley, no requirement for individual riders to pay (cover capital and o&m costs through taxes or added lift pass fee) and strong disincentives to driving (e.g., pay to park, small parking lots at Snowbird/Alta). With that combination, road widening is likely not needed - saving a LOT of cost and minimizing environmental impact. Assuming electric, fuel cell, and natural gas technologies continue to improve, buses are likely to have decreasing impact on the canyon environment in the future. Lets do buses - but don't do it slapdash - DO IT RIGHT!</p>	Donald Plotter	Website
673	<p>I support the modified Gondola alternative as proposed by Alta. I come on Wasatch Blvd from the South (from Draper) and I am not going to drive to the gravel pit, find a parking spot, haul my skis, my backpack, and all my other gear to a bus stop, wait for a bus, having to lug it all onto the bus, and then do the same again at the base of the gondola. If this gondola alternative is not feasible, then I am in favor of enhanced bus service - with or without widening the road, subject to 2 modifications from last seasons service. 1. Install ski/board racks on the outside of the ski buses, like we had decades ago. 2. Open up the P&R bus stop at the base of LCC. I realize the issue with the uphill buses being delayed turning left on the road. There are solutions for that. Buses from both routes do not need to stop there when traveling uphill. During previous seasons a UTA supervisor was stationed at that P&R during uphill rush hour and he was in communication with the drivers. When no one is at the bus stop for uphill travel, he can notify the drivers to bypass the stop. As an alternative, this supervisor or UDOT can also do traffic control at the P&R exit - instead of the intersection of 209/210, giving the buses priority. At last resort a traffic light can be installed at the P&R exit, controlled by the bus drivers when needing to go uphill.</p>	John Jonkman	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
674	I drive up Little Cottonwood Canyon almost every weekend during the winter. Looking at the proposal I know that I would not use the enhanced bus service as readily as I would use the gondola. I have also been in 4 hours of traffic in Little Cottonwood Canyon so I think increasing buses wouldn't be ideal. Finally, that road is not very robust to weather conditions and I suspect this would remain true even if it were wider. Therefore I support the gondola option and would like to let you know. I would also recommend considering a reduced ticket price for locals. Thank you.	Anne Marsden	Website
675	gondola would be great but COVID 19 ruins it. More buses put on canyon routes and extra parking at base of the canyon.	Melissa Terrana	Website
676	My objectives: long term sustainability of easy access to summer and winter recreation in the Cottonwood Canyons; balance sustainability against travel time and comfort and cost--reduce travel time and take into account travel comfort; I support the Gondola concept, but 1 hour going from gravel pit parking to Gondola base station to Alta is too long and potentially inconvenient and uncomfortable--create parking structure at Gondola base station to shorten travel time and increase comfort. Enable carpools (4+ people) to still drive up the canyon and pay a reasonable toll	Chris VanDam	Website
677	To ignore the need to efficiently and safely allow for more cars to move up and down the canyons ignores part of the ultimate solution. In addition to your suggestions we need: 1) toll system in the canyons similar to fast pass/easy pass. At the mouth of the canyons have an arch to pass under that automatically charges cars per trip. This could be prorated by the number of people in the car. You should also sell season/annual passes --= \$200/year. The money would go to road improvements and maintenance. 2) Increase the number of passing lanes or increase total number of lanes, even if it is 2 up in the morning, 2 down in the afternoon. 3) Snow sheds over the road in known avalanche paths so that the road can stay open even during mitigation and after slides.	beau parent	Website
678	Gondola makes the most sense because it will reduce car traffic, be safer for drivers and will help lessen avalanche issues. It is not just about providing a new solution, it is about understanding WHY people choose to do X or Y. Often groups and projects like this are not asking the right questions and are thus not taking into account the hidden variables to determine long-term success.	michael guerra	Website
679	Personally I greatly prefer a gondola / train service up the canyon, rather than any other type of bus service. Buses do not run on regular schedules that are predictable and are impacted by road conditions and canyon traffic. So there is really no reason to ride the bus other than you want to make a statement about supporting public transportation. In order for a gondola system to be successful there needs to be significant and ample parking at the station. Further, trains need to run every 2-5 minutes during peak times. I travel all around the world and the cities and mountain passes that have successful systems, have several things in common. We need to do them. If the time it takes to find a place to park, walk, shuttle, or bus to the gondola / train and the travel time up the canyon is significantly more than driving, people will just drive. If the proposed solution is impacted by canyon traffic, weather, or does not run at a frequent enough schedule, people will not use it. Please ask the questions of "what would be needed to take this service" or "what would prevent you from taking this service". Enhanced bus service while a good idea does not address the underlining problems of why people do not take the bus. Not enough parking, added expense, and most importantly they do not run frequently enough. If you show up at the bus stop and the bus is already full, you could be waiting for an hour before you can get another bus, especially when the canyon is already congested. That is just not acceptable nor useable.	Bret Jordan	Website
680	The gondola option certainly is most environmentally sound and least amount of weather slowdowns. There need to be significant parking at the Gondola station or the use will not be high. The access to the gondola station by bus from remote stations is a great idea also. The bus lane to the gondola station also need to be in place from the Highland park and ride also. Not just the Wasatch. The Highland Park and Ride bus should also be expanded. The gondola station needs significant parking at the base. Methods for people to easily transport goods to the gondola station for families should be considered, IE under bus automated bin system. Much like very modern systems at airport security, moving a large bin to a bus hold and auto removal. similar system into gondola cargo hold. The road needs to have avalanche sheds and berms added along with automated avalanche Gazees so the shutdown of the road in the morning is reduced for road and bus traffic even with the gondola option.	David Hackbarth	Website
681	I support a gondola option in the canyon.	Rachael Sharp	Website
682	I really like the gondola option	Kristy Dehlin	Website
683	First off thank you for addressing this issues. I think a substantial enhanced bus system and wider road would be best given the three options. I would be very supportive of the gondola idea as well just am worried about the impact to the wildlife habitat there. Furthermore, with the installation of a gondola you would need to build out much larger park and ride area to facilitate meaningful usage.	Alexander Buller	Website
684	Our family of 5 supports the gondola option to reduce traffic safely.	Kimberly Gooder	Website
685	We live in Boston, but come to Alta often to ski. We usually stay at the mountain, though I have often travelled from down valley and we often leave at the end of a ski day and have seen the congestion that can occur. To alleviate this, I believe the gondola plan is the best option presented. The frequency of service, mid range of cost and the fact it does not add vehicles to the road all make it a superior option. And frankly, it sounds really cool as a way to get to the slopes.	Peter Steinberg	Website
686	The best alternative for Little Cottonwood Canyon, because it would be the cleanest, is to build a parking lot at the base of a gondola that would transport skiers up to the mountain.	Nan Brandenbergerpayne	Website
687	Build the gondola. It's expensive up front but it will reduce the amount of gas burned by cars going up little cottonwood. Also it will allow for skiing on days when avy action closes the road but the mountain is still safe to ski. Make it big enough to support the Foot traffic from both snowbird and Alta. This will make one of the most unique ski areas even more unique.	Thomas Eastwick	Website
688	Enhanced bus with lane widening clearly the best option. Gondola sounds cool, but will inevitably become more complicated and expensive than expected; provides less flexibility for peak loading, such as resort opening and closing. Lines in bad weather will be horrible. And if it breaks down periodically like other gondolas it will all end in tears one blizzardy day.	john smith	Website
689	My preference would be the gondola but with more parking at the gondola base; perhaps a parking structure rather than a parking lot. I would also like to see more bus service with parking structures erected at the existing parking lots since these 2 alternatives seem mutually exclusive.	Donald Jablonski	Website
690	No one can honestly vote for a large investment for widening NatrHighway 210. It is the primary cause of water pollution in the Little Cottonwood Creek. No one can either subscribe to building a gondola considering the aesthetic impact it will have. Sustainability has a lot to do with aesthetics and longevity of an investment that is being considered. Hopefully, Little Cottonwood Canyon can be experienced as a Nature Park without a gondola line resembling a massive power transmission line through it. Can you imagine? - This would not even serve all aspects of users because it will only stop at Snowbird and Alta. - It seems unfair to have eliminate the rail to be an option to stop further highway widening. Making the calculation on a life cycle basis, the return of an Alta Railway on the right side of the canyon, largely running under the canopy, is clean and cheap. Why derail now?	Beat von Allmen	Website
691	the gondola is the right answer here.	Mark Rizzuto	Website
692	GONDOLA	Carl Freedberg	Website
693	Gondola with proper parking at the base of the gondola is the only real option that will serve well for the future of Cottonwood Canyon. I would even pay per use to avoid the hassle of no parking at the top.	Rochelle VanTil	Website
694	The Gondola idea seems like a game changer. It would relieve pressure on the road and afford greater safety. On snowy days the road becomes very difficult to drive and many cars and drivers are not equipped to handle it. I dread getting stuck behind a rear wheel drive without snow tires as many ignore the warning signs.	David Kupperman	Website
695	I am stromly in favor of the gondola option with parking at the base of Little Cottonwood Canyon. Widening the road, which is already poorly built with eroded, unfinished uphill shoulders, would further scar our canyon. And we really don't need more buses, particularly diesel buses. An electricly powered gondola would be in-keeping with future energy modalities, consistent with the skiing experience, and would provide visitors with a scenic appreciation for Alta's natural habitat. Thank you.	Paul Maeder	Website
696	I feel that the best alternative is the Gondola.	Brooke Boone	Website
697	I support the gondola for reduced traffic and cleaner air.	GRANT GOODER	Website
698	I believe a gondola or train is the best option. Widening the road would help but would need to be accompanied by significant increases in parking options as well.	Spencer Amundsen	Website
699	The gondola alternative should not be pursued any further. Its visual impact and disruption of the canyon's environment & wildlife would be a disaster. Parking associated with the base station would create tremendous congestion issues around the base station. The improved bus service, with car pooling, and road widening would be a much better alternative. It could serve to distribute the traffic much better than the concentration that would result from the gondola alternative. Perhaps some lessons learned from European avalanche protection of roads would be helpful as well.	RK Stewart FAIA	Website
700	either enhanced bus service option acceptable - gondola option NOT acceptable	JANE BOWMAN	Website
701	The solution to the Cottonwoods problem is not to make it easier for more people to get up the canyon, as the ski resorts and some others seem to think. Thanks to the IKON pass (promoted by the ski resorts), among other things, canyon capacity has been maxed out and the canyons simply cannot handle the traffic. A better solution, I believe, is to devise some approaches to limit access up the canyons (possibly with a pass or some other method that would enable people to take turns). Speaking only for myself, I would rather be limited to 1 day per week in LCC (for example) and have a pleasant, uncrowded experience, than have unlimited access to LCC and have to constantly fight crowds and traffic. Limiting access would result in a better experience for those whose turn it was to be in the canyon, and would avoid the time and huge expense that would inevitably be involved with infrastructure approaches like gondolas, extra lanes, and parking structures. I realize this approach may not be popular with the ski resorts, but the canyons aren't solely for the use and benefit of the ski resorts. If we continue to increase the number of people traveling in the Cottonwoods, we'll end up killing the goose that laid the golden egg. Thanks for your consideration.	Pete Malen	Website
702	I am strongly in favor of the gondola option with parking at the base of Little Cottonwood Canyon. Widening the road, which is already poorly built with eroded, unfinished uphill shoulders, would further scar our canyon. And we really don't need more buses, particularly diesel buses. An electricly powered gondola would be in-keeping with future energy modalities, consistent with the skiing experience, and would provide visitors with a scenic appreciation for Alta's natural habitat. Thank you.	Gwill York	Website
703	1) I really do like gondola option. My only thought would be that if we go done that rout may as well connect both canyons & Park City. 2) I like busing options. The only thing I would advocate for is that Alta & Snowbird have resort specific buses. As an Alta skier I feel as though those extra 3 Snowbird stops add 20+ minutes 3) Since both of those proposals are years & dollars to coming to fruition I think in the meantime I would advocate for 2 lanes going up the canyon from 7-10 AM and 2 lanes going down 2-5. I would love to find a way to require 2+ people in car but I think that would be hard to enforce. Hello,	Bret Christoffersen	Website
704	My name is Chris Dudis. I am a Senior in the Parks, Recreation and Tourism Department at the University of Utah, life long state resident and long time LCC recreationalist. I believe public access should be the number one consideration when addressing our outdoor areas. Our state depends on those spaces and our tourist deeply. I fully support the construction of a gondola system in the canyon. Not only is it more sustainable in operation and longevity, I believe the ecological damage from the construction will outweigh the damage caused by road widening and continual increases in canyon traffic. I also believe road access needs to remain open but enforced in the winter for our backcountry users. I believe that is a growing tourism sector for this great state as well. I believe the road should operate like Millcreek Canyon with a small fee or annual pass with exceptions for first responders, employees and private property owners within the canyon. During the winter all vehicles driving up must be capable of entering and exiting the canyon under the current tractions laws. Perhaps DOT could have an approved window sticker for pre-approved vehicles. All collected fees would support the gondola, road and the canyon ecology for future users.	Chris Dudis	Website
705	As an annual, out-of-state visitor to Alta, Snowbird, and the local ski backcountry, my family will prefer to use the gondola option. I urge UDOT to consider a gondola parking solution that does not require busing to the gondola loading area.	Christian Cobaugh	Website
706	Enhanced bus options from SLC is the best idea by far. Anyone with prepaid ticket for the day or season pass should ride for no cost on ski bus.	Barbara Snyder	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
707	As an out of state visitor who stays within the town of Alta to ski for about 1 week each year I have rented a car which then sat parked at Alta for that week, and I have used a shuttle service from SLC to Alta. I would have liked to have used the UTA, however traveling as a family of 3 for a multi-week ski vacation we felt we had too much luggage to bring aboard the bus unless we sacrificed part of a ski day to travel during a period of low traveler volume on the buses. For us the best way to help illuminate an unnecessary car driving the canyon and sitting in a parking lot at Alta is one that can accommodate more than a boot bag and pair of skis per person. The reality for us was that the shuttle, though I searched for the most affordable I could find, did not save money versus renting a car for the week and leaving it parked; and probably produced a larger carbon impact than a rental car would have. We have skied in Alberta at Sunshine Village where the only way to the resort is by gondola, and liked it very much. The one item I would add for the Gondola option to make it the most enticing it can be is to provide parking at the base station, and for that base station to be easily accessed by visitors such as us using local ground transportation to include Bus, Taxi, shuttle, Uber; and of course be able to accommodate the luggage required to travel up canyon for a week, not just day trippers. As someone with experience planning for contingencies, either a gondola, or snow sheds in critical parts of the road, would add to the egress options in the event of avalanches like we saw this past season 19/20 which produced extended road closures.	Thornton Ring	Website
708	I work at Alta as a mechanic year round and strongly believe a gondola would be the best option! Less environmental damage and let's face it seems like 60% of the time the road is closed during a storm is because a buss slid off the road. I can't imagine what it would be like with more busses.	Hunter Todd	Website
709	I fully support the gondola option as a first choice. Widening the roads also makes sense and you should do that as well since it's long overdue, but the snow sheds will ruin the views (that doesn't mean there a bad idea or that I'm against snow sheds) and will not solve the overall problem of having too many people on that road. The gondola would be an excellent experience that I would pay for. I appreciate the bus service, but the last time I was skiing at Alta, it took 3.25 hours to get down the mountain due to traffic instead of the planned 1 hour, and as a result, I narrowly missed my flight. The gondola would be more efficient, better in all weather, reduces traffic congestion, and would be a memorable, delightful experience. If you can take the gondola all the way to SLC, that would be even better. I would pay for a gondola direct from the airport to Alta. Thank you.	Ateve Scharf	Website
710	I support the gondola alternative with a suitable parking structure and bus stops at the base.	Ron Hilton	Website
711	I ski Alta every year!! This is such a good idea - I think gondola alternative 2 is the best idea	Megan Dugery	Website
712	I want to petition for a system that is safer and better for the environment as well.	Brianna Meikle	Website
713	Gondola with parking structure	David Semel	Website
714	I vote for the gondola option!! The bus to town at Taos Ski Valley sucks and can't properly accommodate folks. Thanks for considering.	Kitty Adams	Website
715	I believe the Gondola is the most environmentally friendly option and the lowest overall ongoing cost, has more capacity but that needs to be adjusted. Having people park at the gravel site will discourage use. there is space to have parking at the base of the canyon and while that will increase cost on the front end it will decrease ongoing operating costs. That would be a much better solution.	Tom Swapp	Website
716	I do not believe more busing will solve the problem, seems a large portion of the local ski population are averse to public buses. The gondola option seems like a good idea, however forcing busing to the gondola will have the same problems as just buses. Best option I see is to add a large parking area at the gondola base for those averse to busing. With many going to the gondola base parking lot, existing bus schedules from the hubs to the gondola base would be probably be sufficient and would not require additional buses or road widening on wasatch.	Jacob McEntire	Website
717	I vote for a gondola system. It is environmentally more friendly and I've seen it work well in other ski areas (Banff/Sunshine).	Elizabeth Allen	Website
718	Paid for parking. Free if car has 4 skiers in it.	Peter Foehl	Website
719	I would really like to see a ski train going up the canyon but a gondola is a good second as long as the parking structure is built with it. Parking structures at the resorts would be a good solution as well. 1) There also needs to be an "all of the above" alternative to include both bus and gondola and road widening on SR-210. Growth in the Salt Lake City area is happening rapidly and needs to be accommodated. Adding a reversible lane is easy and quick to implement compared to a gondola system, so it needs to be built now, even while the gondola is being engineered and financed. 2) There is no reason to eliminate roadside parking next to the ski areas. That only makes parking capacity problems worse, unless parking lots are expanded or multi-level parking structures are constructed. 3) Buses and gondolas would be a lot more attractive if they are combined with more user friendly options for ski and clothing storage at the ski areas. Nobody is going to want to haul their skis and boots up and down every day. A season locker rental for a tiny locker at Alta is very expensive and it would take 2 lockers to hold the stuff a regular skier really needs. The ski areas can offer to help encourage the use of transit options by building out more locker storage and offering lockers at much lower cost for regular skiers. 4) The current buses have traction problems. If you are going to rely on buses, get buses that are designed for mountain service, instead of trying to use regular buses. Suggest all wheel drive buses with lockable differentials, retarders for downhill, and better drivers put on the mountain routes. 5) For the gondola option, I think you need to look at having two mobility hubs. One at the base of BCC at the existing gravel quarry as per gondola Scenario 3, and another at or near the base of LCC such as in Gondola Scenarios 1 or 2.. The facility at BCC should primarily serve another gondola going up BCC, with a cross feed by bus to the hub at or near the base of LCC and another gondola system interconnection between Alta and Brighton at the top of the canyons. 6) Both Brighton and Alta need to encourage development of a town center at each location and substantially more hotel and condominium bed base. That will help alleviate transportation issues for the destination skiers, who are some of the worst problems when it comes to drivers who are unprepared for winter driving and who frequently are driving rental cars which are not well suited to icy canyon roads. The "head in the sand", unrealistic anti-development attitude of the watershed authority and towns is actually making the problem worse for the environment.	Stephanie Altice	Website
720	5) For the gondola option, I think you need to look at having two mobility hubs. One at the base of BCC at the existing gravel quarry as per gondola Scenario 3, and another at or near the base of LCC such as in Gondola Scenarios 1 or 2.. The facility at BCC should primarily serve another gondola going up BCC, with a cross feed by bus to the hub at or near the base of LCC and another gondola system interconnection between Alta and Brighton at the top of the canyons. 6) Both Brighton and Alta need to encourage development of a town center at each location and substantially more hotel and condominium bed base. That will help alleviate transportation issues for the destination skiers, who are some of the worst problems when it comes to drivers who are unprepared for winter driving and who frequently are driving rental cars which are not well suited to icy canyon roads. The "head in the sand", unrealistic anti-development attitude of the watershed authority and towns is actually making the problem worse for the environment.	Mark Levin	Website
721	Gondola!	Thomas Kolanko	Website
722	Hello, I've been skiing alta for 30 years. Would prefer the gondola option plus parking structure at the gondola base. Preserving the environment is very important and this option seems to minimize the impact. The parking structure will alleviate stress on the buss system. My typical path to Alta is to take the ski bus. So I would definitely continue doing that.	harrison leong	Website
723	I am in Strong support of putting in a gondola. I believe that it will accomplish reduced traffic and air pollution and add a uniqueness to Little Cottonwood Canyon that will set it apart from other North American ski destinations.	Suzanne Winslow	Website
724	Really like the gondola idea. Seems more people likely to use this option Gentleman:	David Nacht	Website
725	I think a Gondola is a great idea IF you could find away to build a parking structure at the base of the Gondola. It is not a good idea to have to take a bus and a Gondola. Widening the road in order to have a bus lane is also a very workable plan and would be great. Thank you	Gary Larsen	Website
726	I support the gondola option.	Jenny Owens	Website
727	Would strongly support the gondola solution, particularly if sufficient parking is made available at its base. This is the ONLY solution that makes sense in this most avalanche prone canyon.	Steven Lewis	Website
728	I'm a big supporter of the revised Gondola plan. I.e. the one with a parking area at the base of the gondola. I would hands down always opt for this option. If I had to take a bus to the gondola station, that just seems more complicated and I'd be less willing.	Tori Allison	Website
729	This sounds incredible. It would really help congestion in the canyons!	Elizabeth Knight	Website
730	My goal is to preserve this unique and magnificent canyon, so the least disruption the better. There are so many other areas in the immediate region to develop. Let's save one historic experience.	susan shultz	Website
731	If the gondola option is approved you should provide additional parking at the mouth of Little Cottonwood Canyon or south of it for the considerable number of skiers that live or stay south of the canyon	John Anderson	Website
732	I strongly support a gondola or tram option for LCC. Wile additional busses and widening the road may help, it will not make near enough of an impact to a rather desperate situation. Some sort of an aerial solution is also the most environmentally benign option, critically important to an area like LCC.	Nicholas Goodman	Website
733	Gondola is the way to go. Lowest environmental impact and best fit with current recreational profile of LCC	Mark Shatz	Website
734	I would absolutely love the gondola system to be implemented in the canyons. I think it is by far the best solution. More people would be willing to take a gondola that ran consistently than a bus that ran on a schedule. I think that there does need to be a parking structure built directly at the base of the gondola (enough to accommodate at least 50% of the current number of cars that travel up to the ski resorts). The gondola would cut traffic down without needing as much invasive infrastructure as the road expansion would require. The bus is clearly not the right solution. The parking lot at Solitude was still full, and traffic was just as bad in that canyon when they changed to a pay-to-park system to try to reduce traffic. I found that waiting for the bus still took a long time, and standing in ski boots in traffic up to the resorts is a lot less comfortable than just driving your own car. People were more willing to pay to park than they were to take a bus. (Granted, I don't think making people pay for parking is the correct solution either). The gondola would bypass any traffic, and would theoretically be a faster and safer way to move more people up the mountains. Fewer cars in winter conditions = fewer accidents. I will not take a bus, but if I can park my car at the base of the canyon and access a gondola by walking from the parking structure, I will take the gondola every time- particularly if it is included with an active ski pass.	Allison Conner	Website
735	Gondola with parking at base of lift. I live in Cottonwood Heights in the winter and it makes no sense for me to drive away from LCC to catch a bus to the lift.	Charles Keeney Jr	Website
736	The only solution that makes financial as well as logistical sense is enhanced bus service with increased parking. Then charge cars that don't have at least 3 people to add incentive to ride the extra busses.	Ira zuckerman	Website
737	Simply adding buses to the current winter travel situation is not sufficient. I have ridden the bus to Alta and find it a long, crowded ride that is too expensive if I have family members skiing with me. Many of the cars will continue to be on the road, plus the addition of more buses will simply crowd the road even more. The option of adding buses plus a bus lane is better, if the bus fare is more reasonable than driving. However, if there are more than two people in a car the current bus fare is too high to make the typical person convert to the bus from the convenience and flexibility of driving. The gondola is a good option but the current plan for the skier to go to a park and ride lot miles from the gondola base will not encourage people to use the gondola. The gondola base must have sufficient parking to make the gondola convenient. In addition the fare must be set at a rate that will encourage a carload of 2, 3 or 4 to give up the convenience of the car for another transportation source.	Galen Ewer	Website
738	Along with increased parking and bus service build snow sheds. (Long over due)	Ira zuckerman	Website
739	I prefer the Gondola option. It environmental cleaner and is not impacted as much by the weather.	Randy Alexander	Website
740	Hello, I am a 30 year skier in all the Utah areas and strongly support the gondola option. Look at Telluride Mountain Village as a successful model.	john rielly	Website
741	Dear UDOT, Thank you for looking into how best to manage traffic between the valley floor and Alta. It is important to manage this problem. I would like to suggest that you seriously consider the gondola option with the following suggestions: 1) The valley parking lot is close enough to walk to the gondola rather than using busses. 2) The bus system be expanded and the individual automobiles be restricted to a large degree. I think the combination of the gondola and increased frequency of busses will be the best option and very importantly it will protect the fragile eco and watershed system we all love. I agree, the traffic situation in LCC needs to change. Frequently I am riding the bus as much as possible or carpooling with friends.	Luke Wardle	Website
742	One subject that I do not see addressed in the three proposed plans is a fee to drive up the canyon. Until that is included, skier and hikers alike won't change and will continue to travel by car. The last couple of years the out of state cars in Alta's parking lots outnumbered Utah plates. I see that as something that will not change under these proposals. In order for anything to work to alleviate congestion on this road everyone must comply and use alternate means of transport. Charge everyone who drives a daily fee. Provide locals with the ability to purchase a windshield pass that can be read electronically as a toll charge. Really everyone has to change.	Kathryn Handy	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
743	Zion National Park had/has a similar problem and their solution has been to bus park visitors up and down the canyon. It has worked beautifully. I think we should do the same here. Buses already drive up and down the canyon, we don't have to change the beauty of the canyon to start using buses (putting up tall and invasive structures for a gondola), it can start ASAP and not 5-10 years down the road. As a hiker I don't want to see big poles and large gondolas going up and down the canyon while I am trying to get lost in nature. While hiking around Snowbird you can hear the tram go up and down the mountain, it would be noticed and is not natural. Buses can be run with natural gas and remain idol free to reduce emissions and the burden of travel on our environment. This solution is cost efficient, quick, and we know the solution works as we have seen the proof of that in our national parks. Buses have my vote.	Rachel Johnson	Website
744	Hi Josh and others it may concern, Please see the attached letter voicing our company support the LCC gondola. We look forward to collaborating and supporting your efforts in the matter. Please feel free to contact me anytime with questions or concerns.	Shawn Marquardt	Email
745	I favor an alternative to the road up the canyon, i.e. the gondola. I have been skiing in little cottonwood canyon for more than 30 years. The road is the limiting factor at the most desirable times to go up the canyon (when it is snowing or after a storm), as well as more dangerous for both skiers and udot employees. It seems to be the better environmental choice as well.	mark conolly	Website
746	I favor a high speed gondola with parking both remotely and about 300 stalls at the gondola station, as well as a drop-off for both cars and busses. When the parking at the gondola station is full (actually about 90% to allow for people in transit) a notice is posted on 9400 and Fort Union to divert traffic to the bus lots. Make UT 210 from the gondola lot to the resorts a toll road in ski season and adjust the toll daily to shift the skier load to the gondola; permanent residents have a free pass. Transit time from the gondola station to Alta needs to be 25 minutes or less (9 m/sec. gondola speed or greater and about 2500 passengers per hour).	Robert Phillips	Website
747	Hello, I am writing to express my support for the "enhanced bus with roadway widening" option, and to say that I oppose the construction of a gondola in Little Cottonwood Canyon. I spend about 80 days per winter in either Little Cottonwood or Big Cottonwood Canyons, mostly skiing either Snowbird, Alta, or the backcountry. It's clear to me that something needs to be done about the traffic problems that happen on winter days when there is new snow combined with inclement weather, especially on the weekends. I am frustrated that to this point, there has been a very limited effort to attempt to solve the problem by increasing bus service. Before building another expensive and unsightly infrastructure project, I think it is essential to appropriately fund a bus option. Lots of other ski towns have bus services that operate on steep snowy roads, follow efficient routes, and are packed with traffic. Salt Lake City should be able to figure out how to do the same. An effective bus service should be efficient and easy to use with skis. It should make frequent passes (ideally a bus comes every 15 min during peak hours), have an outside ski rack, start in a large lot with plenty of parking, and take a direct route straight to the ski resorts. I think it would be ideal to have separate buses going straight to Alta and straight to Snowbird, so that someone trying to get to Alta doesn't have to stop at all the Snowbird stops (although the Snowbird bus could also make stops at Alta at the end.) There should be appropriate incentives for using the bus: a dedicated bus lane, where it is feasible, will ensure that the bus gets there faster than cars. Other resorts (like Jackson) require that you pay for parking or carpool in order to park at the resort, which makes the bus much more attractive. In recent years, the buses have gotten less frequent and less convenient, not more. The ski rack inside the bus was terrible and worse than just holding your skis on your lap (I appreciate that it was removed this season). Ski area pass holders get a free bus pass, but since the buses are stuck in the same traffic as all the cars, there's no real incentive to go out of your way to take it.	Kate Bowman	Website
748	I don't think that a gondola is a reasonable solution to the current traffic problem. I can't imagine that anyone would use it except for some tourists and people who don't have vehicles with 4WD or snow tires. While that might be enough use to make a dent in the traffic problem, these user groups would also benefit from increased bus service. A 63 minute trip (each way) quadruples the amount of time it takes to make the trip on dry roads. The lack of stops along the way means that a gondola would be useless to backcountry skiers. Personally, I think I might use an option like the gondola once or twice a year, only on powder days when the roads are in bad shape, traffic or accidents are slowing the route up the canyons such that it takes longer than 60 minutes to drive, and I have friends or family visiting who want to go to the resorts. Every other day of the winter, I'd probably just get up really early to drive up LCC or backcountry ski in BCC. Realistically, there is so much traffic on those days that the parking lot required to hold everyone trying to take the gondola would need to be a massive eyesore. I especially oppose Alta's request to relocate the parking lot to within LCC. I also can't imagine that a gondola with towers would be a safer option from an avalanche perspective, considering several avalanche paths took out large trees and even parts of houses this winter. There is enough development in our canyons already, and I would not like to see more structures built without exhausting all of the less impactful options. While widening the roadway will also have an impact, I think that it's a more appropriate solution to a terrible traffic problem that is acute only during very specific windows and times of the year. Thank you for your time working to address this issue and your willingness to consider public input.		
749	Best, Kate Bowman 84105		
748	I support the enhanced bus with roadway widening. I think this is the most practical solution for increasing the capacity of LCC to handle SLC's expanding population	Nicholas Walker	Website
749	I like the idea of the gondola as it would cut down on pollution, be safe and able to get people up the canyon even when road conditions inhibit it.	DANA JOSLYN	Website
750	I like the gondola option. I live on Wasatch and we need to curtail the cars blocking the streets leading up the canyon. Very dangerous.	Sam Circo	Website
751	I really liked the gondola idea, but as soon as I heard we would have to park elsewhere and be bused to the gondola station I was turned off. You have the inconvenience of not having your car, plus the hassle of taking a bus, PLUS a long gondola trip. I'm all for making transportation into and out of the canyon easier, but I really think the idea of having to bus from your car to the gondola will annoy a lot of people and encourage them to just drive themselves. I would. If I could just park and hop on a gondola, I would be much more likely to leave my car behind and accept the inconvenience of taking a public transit option. One question I haven't seen a clear answer to is where the unload stations will be. I hike Red Pine a lot even in winter. Would the gondola be an option for busy trailheads in Little Cottonwood (specifically White Pine) as well as ski traffic?	Caralyn Anderson	Website
752	I am writing to comment on the proposed gondola. If you do not put a parking structure in at the base of the gondola, it defeats the purpose of the gondola in the first place. The process needs to be easy or people WILL NOT use it. We are a lazy people. Also, why spend the money to put in a gondola if you don't go all the way and do it right, which is adding the parking structure at the base of the gondola. Let's show the world we know how to do this and do it right please.	Jason Frederick	Website
753	Hi I'd live to see better access to the canyons during the winter but I'm afraid that most of the proportions given are very flawed Let's start at looking at the gondola. Besides the immense cost of building a gondola of such scale and magnitude, by working in the ski resort industry I can think of countless things that could go wrong and make travel time even longer Just one would be a rescue. Imagine gusty winds that require the emergency extraction of guests. A gondola this tall would require a massive and dangerous rescue effort that would further slow down traffic and risk lives. I like the idea of concrete structures over the critical avalanche paths. It's been done in Europe and south america with great success. My concern would be access to climbing and hiking areas along the road. The same can be said for the widening of the road for a bus specific lane, how will this affect access to climber and hikers which make up also a big part of the population that frequent the cottonwoods. I urge you to think about the repercussions that these measures would cause to other interests groups besides skier and PLEASE do not build an ugly and dangerous go dela going up the canyon, it's just a stupid and expensive idea Thank you kindly	Santiago Vega	Website
754	A gondola would be an incredible year-round attraction and boon for the entire Salt Lake Valley! Buses generally suck. The choice seems clear.	David Kent	Website
755	I am writing to express my interest in the continued access for rock climbers in the summer months. I hope that none of the three plans would limit or prohibit access at any of the popular locations to climb	Travis Kale	Website
756	The gondola with a parking lot at the bottom would be awesome. Cleaner air, a beautiful trip and who cares if the road is snow covered. Hi,	paul laker	Website
757	Have y'all considered what a gondola or increased bus lane will do to the climbing areas in LCC? The majority of the bouldering areas in LCC are just off the road and a road expansion would cut into these areas destroying classic climbs forever. The addition of a gondola would also disrupt the climbing community because construction of gondola towers and their presence would get in the way of many climbs. One reason why I climb is because I like getting away from modern civilization and getting into the outdoors. If a gondola was implemented the aesthetic of LCC would be lost and would be detrimental to LCC's world class climbing. Do we really want LCC to turn into another Colorado canyon or European canyon that has gondolas heading up every high peak?	James Kowalski	Website
758	I like the gondola version, but want to be able to park at the base of the gondola rather than be bused to the gondola.	Brittany Jensen	Website
759	I'd like anything but the Gondola thank you..	Nancy Davis	Website
760	Loving the idea of a gondola instead of buses for travel up the canyon! It's incredibly environmentally friendly (to keep our waterways and our air clean and fresh), beats everything else in terms of longevity and upkeep expense, it can be used year-round, AND you can dress the operators in stripes, just like Venice! :)	Brittany Petruzzi	Website
761	I think enhanced bus option 1 with no additional road capacity is the best option for Little Cottonwood Canyon. Trying to widen the road can impact a lot of the minor parking pullouts commonly used by climbers and would be detrimental to even more pristine land in LCC. The environmental impacts of widening the road are too great and all it would lead to is even more traffic and then we'd be back to square one. The gondola would be the second best option as it would have less impact compared to widening the roadway, but it could also decrease privacy when climbing along the road or wherever the gondola ends up being erected. Thank you for your consideration.	Tanner Rozier	Website
762	Gondola!!	Paul Hancock	Website
763	I do not understand why we are going to so much expense when car pooling of 3 or more riders is free. Two riders is \$20 and no single riders in cars. Enlarge parking at base of the canyon and at the mouth of Big Cottonwood canyon for car pooling. See how this works and then look at doing a gondola system. In my calculations the car pooling will reduce cars in LCC by adopt 40%.	Jim Dreyfous	Website
764	I support the gondola option.	Lance Newman	Website
765	I believe the most effective option would be a gondola. The road options do not resolve the issues of accidents or ill equipped vehicles blocking the road for hours.	Dan Crooker	Website
766	I select the Gondola option.	Roland Sicard	Website
767	I support the modified gondola plan offered up by the folks at Alta. Asking consumers to drive to a location and then take a bus to a gondola to the resort will limit the use of this option. Being able to park at the base of the gondola will make it a significantly more attractive option.	Art Valletta	Website
768	I support Alta's desires to create a gondola for transportation up the canyon IF the cost is not prohibitive. I've skied at Alta for 45+ years and almost always with a handful of family members carpooling up the canyon together. If individuals have to pay too much for the gondola, that would be disappointing. And, would the gondola only run during the winter months? I see a need for road widening and improvements anyway to better accomodate the numerous users of the canyon. (And with the road widening option, I support the enhanced bus system.)	Rochelle Baugh	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
769	A gondola is a very inflexible tool and it will be totally dependent on enhanced bus service anyway. Buses flex to required capacity. The buses have alternate uses during the week when the canyon traffic is down. The buses are flexible in their points of origin. so the mouth of the canyon does not become a transfer point. With buses, school parking lots can become staging areas on weekends. Perhaps some of the revenue from the buses can go back to the schools. I would think snow sheds at the key avalanche points would be a priority over road widening at this point. Buses could be given priority between 8am and 9:30am on weekends. An immediate fix needs to be made on roads in the vicinity getting completely blocked by traffic waiting to get up the canyon on powder days. Neighborhoods in that area are impossible to access due to the backed up traffic on all the feeder roads. One option would be to designate certain parking lots as feeder locations for cars to wait for the opening. When the canyon opens, those parking lots get a police escort to the mouth of the canyon and priority. Or something else needs to be done, but shutting down access to hundreds of homes each powder day is untenable and a safety issue.	Rick Spedden	Website
770	Gondola?	Alex Hines	Website
771	In favor of the Gondola.	Boris Palkin	Website
772	Hello, I am a sandy resident and perennial skier. I feel that the gondola alternative is a great option. Seems to be the best option with it's moderate up front capital costs and lower long-term cost. This is definitely well worth the sight of a gondola in the canyon. This is also something I can see myself utilizing. Thanks, Andrew	Andrew Lengyel	Website
773	1. In the Wasatch Blvd. enhancements I see that the LOS for the intersection at Wasatch and North Little Cottonwood Rd. actually decreases in each improvement scheme, that seems to need a lot more thought. 2. With the two mobility hubs I see enhanced bussing to the base of the canyon or up the canyon only from the Fort Union and Wasatch hub, not the Highland Drive and 9400 South hub. This seems imbalanced as a way to mitigate traffic congestion on Wasatch Blvd. and eliminates ties to existing transit options from the valley or the airport rather than enhancing them. Growth on the Wasatch front is shifting to the south and west, considering this the hub at Highland should have better ties to the last mile bus connection. 3. Snow sheds should be a considered alternate in all scenarios. 4. Finding ways to remove commuter traffic from the corridor will ultimately enhance the travel experience for those accessing the canyons. All options should be on the table, including taking Highland Drive through to accommodate the growth in the south and west parts of the Salt Lake Valley. This ultimately removes a large factor in the congestion seen at the base of the canyons and to I-215 access.	Christine Coutts	Website
774	Another option would be to ban all personal vehicles up the canyon Fri-Sun during peak ski season (Thanksgiving - Spring Break/Mid March) and only allow buses (think Zion National Park). Create temporary parking at the mouth of the canyon/shuttle service from nearby bus stops/train stops. Another option would be to only allow personal vehicles with 4 or persons in the vehicle up the canyon.	JOHN ALLISON	Website
775	Also, more greatly enforce snow tires up the canyon. 4x4 doesn't really help unless a vehicle has snow tires.		
776	The gondola seems like a very good long term solution. This option also frees the roadway for busses, shuttle vans and other high occupancy solutions. It gives access for skiers, those working in the canyons and I would think would be more reliable in all weather conditions.	Christine Coutts	Website
777	Charge \$10-20+ for each car that goes up the canyon on winter weekend / peak use days, and use it to make the buses free to everyone. That will quickly solve the traffic problem. In the summer traffic isn't much of an issue. We don't need to spend hundreds of millions to solve a problem that only lasts a few days a week for a few months of the year.	Trent Heiner	Website
778	As a skier who greatly enjoys visiting Alta, convenient from parking to the ski slopes (as exists now) is a major draw. The gondola is the most reasonable of the three options presented, but requiring visitors who tend to travel with heavy, bulky gear to take three forms of transportation (a car or bus to the gravel lot, transfer to a bus, then transfer again to gondola) to get to Alta is absurd and inefficient. A parking structure should be built adjacent to the gondola base for it to have any utility and must included in the decision.	Kevin McDonald	Website
779	I support the gondola plan. I would like to see a drop off option at the gondola base and improved parking at the top.	Chris Sontag	Website
780	Leave Little Cottonwood alone and stop trying to make the wealthy wealthier. Who needs more skiers, riders, and traffic in such a beautiful canyon. You are ruining the experience. I understand you need to keep up with demands and inflation, but figure it out. Listen to the people who have spent most of their days in and around LCC. By making those people frustrated, you are demolishing the footprint of what makes the place special. You are driving out the very people that make sacrifices to be canyon employees. Figure it out, please.	Ralph Engen	Website
781	Gondola is definitely the way to go. Due to the current air issues our state suffers, as well as the exorbitant costs of upkeep for buses and potential environmental impacts of road widening etc. The gondola is by far the better choice for the future of our state and where Utah wants to go. Lets continue to lead the nation to where it should go rather than implement an immediately outdated and costly bus solution.	Jared Haddock	Website
782	I support the modified gondola proposal. My wife and I are long-time AltaBird season pass holders who own a home in Murray. In our seventies, taking the bus (with our skis, since lockers are not available) is too cumbersome. Many European resorts have gondolas and chairlifts that run up the mountain from the valley floor. Utah should do the same.	Stephen McQuide	Website
783	We desperately need more buses serving Little Cottonwood Canyon in the SUMMER!!! Snowbird Octoberfest creates an enormous traffic problem! I believe that given the opportunity to ride a bus in summer, people would do it... well maybe not during a pandemic, but let's plan for the future! Thank you for your attention to this growing out of control situation!	Julie Willis	Website
784	Please consider climbing access throughout the canyon during these infrastructure changes! Rock climbing is a very popular activity, as a less commercial way to enjoy the outdoors. Climbing in Little Cottonwood occurs from March through December, though is often done on sunny days mid-winter as well. From a climbers perspective, the ask would be: -Trailhead parking is needed throughout the lower canyon independent of bus routes -No above-treeline infrastructure, towers, or cables affecting the view and ambiance of the canyon -General input of users beyond the ski resorts. The ski resorts have significant economic impact bringing out-of-state users, but maybe local residents participate as much, if not more, in non commercial recreation types (hiking, climbing, mountain biking)	Brent Barghahn	Website
785	The congestion in the canyon needs a gondola. The gondola is the best option. It's accessible and durable and beautiful. This is the best answer.	Josh Tenney	Website
786	I support the gondola option, as it appears to be most cost-effective, time-efficient, and environmentally friendly. Even though transport time from base to Alta and Snowbird is slower than other options, the wait time is nearly non-existent.	Jill Tuicillo	Website
787	Let's make this happen! I want to ski more with my family but road conditions and safety keep us away-not to mention the environmental impact.	Angela King	Website
788	I have been using LCC regularly for 15 years and love that canyon in all four seasons. I'm well familiar with the driving problems in winter and use issues in summer. Please note that I HATE the idea of a gondola. It would massively impact the canyon for ever in a hugely negative way and would not meet the needs! The projected ride times sound completely insane- park, wait, take a bus, wait, take a gondola, and then do it all in reverse at the end of the day? I honestly can't believe it is even being considered and cannot imagine ever using such a crazy system. It would be better to do nothing than to put in a gondola. However, I strongly support a bus only lane and increased bus service; add a parking structure and direct busses to only Alta and only Snowbird every 5-10 minutes morning and afternoon, and you'd have a great solution that would actually function. It has worked very well in Zion, except they need more busses during the busy times. If you could make sure there were plenty of busses, that option would be far and away the best and have the lowest impact as well.	Ben Beasley	Website
789	I am writing to support the gondola up Little Cottonwood Canyon!	Ben Apple	Website
790	I am in favor of the gondola option. Thank you!	Kira Dunn	Website
791	can you do buses on a widened road. no standing room with a gondola no standing room. with parking structures at the canyon mouth or close by? this way if the weather or jack knife bus blocks the road at least the gondola can run. Has closing the road to everyone and just doing buses only unless by permit up the canyon been considered? The canyon road could be closed year round and we could even run the buses in the summer. There could be express buses and local buses. The local buses could stop anywhere along the highway to pick up and drop off. Express buses would service resorts major trail heads and events depending on the time of year/ day. Permits for other vehicles could be allowed for residents and vehicles needed to go up for maintenance, etc.? Obviously a good transportation hub in the Gravel pit would be necessary. Team up with a developer for the gravel pit and put in some nice mixed use apres ski/ hike type-resort style area. Also the buses could be electric. This would save on fuel and maintenance costs. And one day maybe we would see autonomous buses. This would further save on operation costs. I don't think autonomous buses would be far off especially with a route like this that would be done over and over again.	bruce hochberg	Website
792	Something similar could be done for BCC	Brian Summers	Website
793	I strongly support Alta's Gondola with parking structure option for the best skier experience and lowest impact on the environment.	Casey McClellan	Website
794	I am impressed seeing a Gondola from the Base Station. I think I like that. Do I read it right that they want to add another line, a bus-only line during peak periods? Would that not require mayor construction, cutting another line out of the mountain? How often is the canyon going to be closed during the construction?	Michael Albrecht	Website
795	Right now it takes me 20 minutes to drive from Sandy up to the Albion lot at Alta. It previously took 35 minutes by bus from the bottom of Little Cottonwood Canyon. It seems that all of these alternatives substantially increase travel time, except for have just having the Gondola at the bottom of Little Cottonwood Canyon and a large parking structure there. This of course does not help homeowners at the bottom of the canyon with neighborhood access. But, the problem is if you have a big parking area at the entrance of Big Cottonwood Canyon to then transport people to the Gondola Station at the bottom of Little Cottonwood Canyon, no one from South of 209/98th South are going to use that method of transportation and you will therefore have the same or similar traffic problems. So, I would opt for one Gondola station and one big parking garages at the bottom of Little Cottonwood Canyon. I am glad I do not have your jobs, this is an incredible complex and difficult decision.	Bruce McLeod	Website
796	I support the modified gondola idea put forth by Alta. While on my 19/20 annual trip to little cottonwood / snowbird alfa I arrived at the ski bus stop to find signs plastered everywhere saying this was no longer a stop. Upon inquiring to locals about why, they all responded because the buses can not make the left hand turn out of the parking lot up the valley due to oncoming traffic. To those in power - do realize the near zero cost of installing a traffic light that activates when the bus needs to make that turn. Fire departments have been using this "tech" forever. If funding is your excuse then start a gofundme page - I guarantee you will have your funding. I will add that seeing the articles about reducing traffic in the canyon, while the bus stop sits empty is beyond laughable. Now you're holding town halls to come up with solutions? Traffic light folks. You're wasting everyone's time and effort. You have your solution, you have your funding, if you need extra funding contact me directly, in christ - jereI lorenzo	Gordon Orloff	Website
797	I agree with Alta Ski Resort that you should modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. I also think that you should charge a fee to enter Little Cottonwood Canyon (like Millcreek). People would 100% pay to access the canyon and we should all help maintain it if we are going to use it.	JereI lorenzo	Website
798	I support a gondola system for transit up the canyon	Katie Rowley	Website
799	I am pro gondola.	JD Ramey	Website
800	I would like to vote for gondola service as the alternative route to cut down traffic and pollutants.	Alexander Koch	Website
801	Enhanced bus with road widening. 36 minutes. NOBODY wants to take an hour from canyon base.	Alan Carr	Website
802	I am an avid user of this canyon year round, and in the winters I have had the displeasure of being held hostage in this canyon or on the road for more hours than I would like to admit. The gondola is the only option proposed that provides badly needed additional ingress/egress for the Town of Alta and is impacted less by weather conditions than the other alternatives. I believe widening the road and adding avalanche tunnels would be an important step to do as well as implementing the gondola. It is environmentally cleaner than vehicle options, will have less impact on our natural resources to implement and will provide a more comfortable, convenient and scenic trip than the other alternatives. The other alternatives do not address the parking issues we have. Why widen the road to allow for more cars if there is no where for them to park/go? The proposed gondola alternative solves this problem, but it needs to be modified by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. I believe this change will facilitate and encourage use of the gondola and allow more of its capacity to be used. This problem can no longer be ignored, and these solutions have been long overdue.	Dean Bird	Website
		AURIE DURHAM	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
803	I agree with a modified version of the Gondola option for improved access to Alta and Snowbird in Little Cottonwood Canyon. The recommended modification would add a parking structure at the base gondola station. This would result in increased usage of the gondola, and a corresponding reduction in vehicular traffic, by making the gondola option quicker and easier to use. Thank you, Andrew	Andrew Stoness	Website
804	I would support the read widening and enhanced buss service, however, you need to add sufficient number of buses and have buses up and down the canyon specifically for Alta and Snowbird, with one stop for each. The current service has multiple stops for each resort and the ride take well over an hour if you are the last stop, which is crazy. You should modify the bus service this coming ski season to reflect one stop per resort. More people would take the bus if you had a shorter trip time, Given the current route. I would never take the bus again. The Gondola is pipe dream and would NOT speed up getting up the mountain. I live at the mouth of the Canyon and live this every season. Don't make an executive board room decision, listen to the residents who live and breathe this daily and weekly	Joe Masi	Website
805	I support gondola option!	Ashley Turner	Website
806	Please install a gondola. This will be better for the environment by reducing emissions from vehicles. It would also allow flow of people if the road is blocked due to snow. It will be a fun attraction in the summer as well.	Jeffrey Martin	Website
807	Gondola with a parking lot would be ideal. Busing to the gondola adds time and hassle. Greetings,	Cem Poyraz	Website
808	My browser wouldn't allow me to submit my comment through the website due to a missing security certificate at https://crm.zoho.com/crm/WebToLeadForm, so here are my comments on the current transit options: Having reviewed the current options, as a Wasatch resident and frequent LCC visitor, I would strongly prefer a gondola solution in the canyon. Reliance on vehicles including buses is not sustainable in the fragile LCC environment at the contemplated volume, and we already know that the user experience is poor. With whatever solution is ultimately adopted, a massive expansion of ski/boot lockers at Alta & Snowbird would do a great deal to ease transit stress.	Bob Hunt	Email
809	All three are great alternatives to the current situation. The idea of having to park, then wait for a bus to take you to the gondola, then wait to get on the gondola is not very appetizing. Can a parking garage be built at the base of the gondola? Can there be a combination of the three? Snow sheds would be a huge improvement over what we have now. Avalanche closure and clean up are what really pushes traffic back. If snow sheds help alleviate closures, or closure time that would really help. I like increased buses, if the current amount of buses is not enough, and I like the idea of widening the road. Thanks for doing something.	Ian McPherson	Website
810	I like the option of enhanced bus service with widening of the roadway. Not sure if any of the options address avalanche issues. The gondola - taking over an hour would be cool but would put people in close proximity and doesn't address the road.	Adrienne Ruderman	Website
811	I would propose that parking structures are created near the base of the canyon and no-one except for locals, people staying in hotels, or non-skiers/snowboarders be allowed up the canyon except by transit. If that is not available then the gondola would be a great option.	Jack Hamilton	Website
812	Gondola looks like the best option in my opinion.	Sebastian Tomaszewski	Website
813	i so want to say gondola. with salt lake's air pollution it's important we stop building bigger and bigger roads. but i'm afraid if people have to drive to a parking lot then take a bus just to get to the gondola it's too long and all the transferring of ski gear will make the experience too poor. SO, i think you should go back to the drawing board and figure out how to get a big parking lot right by the gondola. after that my favorite option is definitely a dedicated bus lane. people should be rewarded for doing the right thing and taking public transportation!!! and btw i hope all options are free with a ski pass... heck maybe just free for all. i think doing what's right for the long term is more important than saving some money on the front end.	josh stewart	Website
814	I supply the modified Gondola option that Alta ski resort has proposed. by having an on site parking lot it will encourage use and reduce traffic. It is cleaner for the environment in the longer term and less affected by weather.	Brett Backman	Website
815	I believe alternative 3 (gondola) will have less of an overall environmental impact and will be less dependent on road conditions (e.g. avalanche mitigation) and dangerously slippery roads.	Austin Frick	Website
816	A gondola is insane. Besides being an eye sore, it would be ridiculously expensive to construct.	Melissa Ladakis	Website
817	Sitting in the canyon for 2 hours on idle or in a bus for hours idling isn't good for business or the environment. Neither is widening the roads.	Nick Glover	Website
818	I strongly support Alternative 3 (Gondola) with the parking modification proposed by Alta. I am a resident of Salt Lake and have skied in Little Cottonwood Canyon since the mid '60's. The traffic and the pollution it causes in LCC over the past decade has become horrendous, and is only getting worse. It has come to the point that I now ski elsewhere. The only true solution is to remove cars from LCC altogether. A gondola is the most environmentally sound option. I also believe a gondola will have a much, much higher usage adoption rate than increased buses. It also has the added benefit of eliminating issues related to weather and avalanches.	Flynn Justice	Website
819	Has a UTA Trax line with a connection to the existing line(s) been evaluated and determined not feasible vs the gondola option ?	Robert N Caswell	Website
820	I support Alta ski resort position. A gondola system but no bussing to the gondola. Instead build parking structures to handle parking by the valley gondola station. Gondola and parking should be free (but ski resorts cover part of the cost. They could make this back in their lift ticket pricing.	George Karlsvn	Website
821	I think a gondola is the way to go. Not only would locals love it but tourists who slow down traffic in the canyons with rental cars not fit for snow would see the gondola as an attraction and be more inclined to use it.	Tyler Deane	Website
822	The gondola with a substantial parking structure at the base makes the greatest sense. A similar arrangement exists at Pila in Italy's Aosta Valley This approach moves large numbers of people with minimal environmental impact.	Jon Weisberg	Website
823	More bus services, year round Widen road.	Nathaniel Hamlett	Website
824	Gondola please	Mirosław Owczarek	Website
825	I support the modified gondola with parking increased at gondola stAtion	TJ Nagy	Website
826	I support a modified version of the Gondola alternative. I think it is the only alternative that provides badly needed access to the canyon and is impacted less by weather conditions than the other alternatives. It is environmentally cleaner than vehicle options and will have less impact on our natural resources. If a parking lot were available at the Gondola sight (in lieu of busing to the gondola), that would be ideal.	Briana Kelley	Website
827	If I cannot drive to ALTA, as I have since 1969, I will ski Park City. How about enforcing the 4x4 or actual snow tires rules?	Mike Dunn	Website
828	Gondola. Run it year round -would be a great thing to see in the summer too. Really think a White Pine station would make it more appealing to the BC users too (and summer hikers).	Brian Harris	Website
829	Would prefer Gondola, but not if it takes over 1 hour!!	Fritz Hoeckner	Website
830	More busses equals more busses off the road and more backups. Bus drivers need more snowy condition training.	Jackson White	Website
831	I love the option of a gondola as an alternative form of transportation. However the capacity needs to be increased for it to be viable. I feel if it takes longer to travel by gondola people will be less inclined to use it over driving a personal vehicle.	Henry Krichbaum	Website
832	More bus service. Including earlier start times and later times as well as more parking either the mouth or close to the mouth	Tofer Moran	Website
833	I have been a regular user of Alta ski area for 42 years and strongly support the development of a modified Gondola approach to the user traffic problems	KEVIN WHEELAN	Website
834	I am in favor of the Gondola idea. Keeping buses out of the canyon will reduce traffic and make the canyon as a whole much safer. The Gondola would also add another element to visiting during the summer.	Greg Palmer	Website
835	Enhanced bus service with widening of the road is the best option I would take the bus all the time !!	Susan Bennett	Website
836	-I like the idea of a Gondola but" parking needs to be at the base of the gondola. It would be the best solution if we can figure out that issue. -Something else that should be looked at is American Fork Canyon. If Snowbird can expand into that area adding some infrastructure and parking it would help the load in LCC quite a bit. -To be honest, we need to be looking at areas that could possibly become another resort. Long term, the Cottonwoods won't suffice with population growth.	Jake Neerings	Website
837	I am in full support of the proposal that Alta Ski Area suggested. This would be a modified version of the gondola alternative. To have a parking structure at the base of the gondola instead of the gravel pit. This would entice FAR MORE people to use the gondola instead of drive up the canyon. If the parking lot was down in the quarry pit, few people would drive there to use the shuttle to bus up to the gondola.	Andrew Herrin	Website
838	I support the expanded bus service + road widening proposal. More buses could be added right away, before and during the construction of widened lanes and avalanche mitigating structures on the canyon walls. I would also urge the construction of a large parking area at the base of the canyon in the area best suited for bus loading and added parking near the ski resort base areas.	Charles Putnik	Website
839	I'm actually the field guy doing the boundary survey that this project will be based on. Having been all up and down the canyon now, I really think the gondola idea seems a little far fetched. It'll be expensive, require construction in otherwise natural areas, and still be prone to breakage or overcrowding during the winter months. Also the gondola will be slower than driving or taking the bus on low traffic days. I think the best solution is the dedicated, reversible bus lane. Construction will stay near the existing road, the extra lane will serve multiple purposes depending on the season, and this will really encourage bus ridership. Watching the bus fly by while folks sit in traffic will definitely encourage bus usage. Adding more busses and increasing frequency will only increase the functionality of an extra bus lane. I think the bus lane option would be much more effective in the long run than installing an expensive, relatively fragile, gondola system. It could also be slightly less invasive in the canyon, improving already paved areas instead of putting the gondola towers everywhere. Thanks	Myles Sykes	Website
840	Traffic problem surfaced when resorts accepted IKON pass. Cease accepting IKON, do not saturate mountain with income producing skiers. Determine mountain load and limit skiers.	Tom Bailey	Website
841	Gondola with enhanced parking or bus to the gondola. Area to shelter while waiting	Jill Harris	Website
842	I would propose widening the road as well as enhanced bus service. A gondola would be cool but may be an eyesore for the canyon! A snow shelter for the road in places that slide frequently may also be a great idea (like Tanners Flat) - they've done that in the Alps. Cautioning the resorts to charge for parking may also lead to more frequent carpooling.	Nathan Hansen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
843	<p>First off, I want to say I am very pleased this process is moving forward and one way or another, will lead to an improvement in Hwy 210 transportation.</p> <p>With regard to the plans, I would immediately throw out "enhanced bus/no additional roadway capacity" option. LCC needs better access overall, and this plan does not achieve that goal. The extra lane for winter bus and pedestrian/bike access in summer would be a huge value add to the community and economy.</p> <p>The most ideal solution from an environmental impact and protection from storms would be a gondola. I prefer a gondola to all other solutions BUT not in the form shown in this proposal. It is ridiculous to expect people to board a bus to get to the gondola loading station. There needs to be a parking hub with gondola loading at one location. I was lucky enough to visit Switzerland where there is a multi-stage gondola leading from the town Le Chable with a very large car park at the bottom of the valley up to the town of Verbier, and then on and up to the ski resort of Verbier. It was a smooth and wonderful experience, and there was zero need to use a vehicle. We need to mirror that experience with Hwy 210. Further, the bus-to-gondola plan at 63 minutes one way removes one of the best parts of living in the Salt Lake City area: the quick easy access to the resorts for partial ski days. At over an hour each way, this would mean an entire day skiing or nothing at all. And for too many people that would mean: nothing at all. I want to retain the ability to zip up to Snowbird for a few tram laps and be home within 2-4 hours.</p> <p>If a way to directly board the gondola from a parking area simply cannot be done, then I favor option 2: enhanced bus with roadway widening. And please be sure there are enough snow sheds built to ensure uninterrupted service during storms. Note that this option (and any other with private vehicles) also requires enhanced monitoring to ensure ill-equipped motorists aren't venturing into the canyon in snowy roadway conditions, such as all the rental cars with "all season tires."</p> <p>This would be further improved by allowing loading/unloading at the angle station for backcountry winter recreation and summer recreation (biking and hiking).</p> <p>Thank you, Josh Rhea</p>	Joshua Rhea	Website
844	As an avid Alta skier and season pass holder, I've very excited about the idea of a gondola. I'd even be willing to pay a bit more for my pass in order to be able to use the gondola and not have to sit in my car. Particularly on days with heavy snow storms, the traffic can be extremely bad and I have sat in my car for up to 5 hours just trying to get down the mountain to get back home.	William Downing	Website
845	I support the Gondola but think there needs to be a parking structure at the base of little cottonwood canyon. Parking to wait for a bus, only to be dropped of and wait in another line for a gondola does not sound like a reasonable solution.	Christalyn Pottenger	Website
846	Gondola	Benjamin Gilchrist	Website
847	I think widening the road is the best option, just adding more buses would create more problems. The gondola is cool but impractical, a TRAX would be more practical.	Rex Nelson	Website
848	Difficult situation for locals such as myself. I first came to ski Snowbird and Alta in 1981 and ended up making our home at the base of Little Cottonwood Canyon, just 10 miles door to door from the Driveway to Entry 1 at Snowbird. The canyon is a great year around location for families and outdoor enjoyment and I understand the draw, the issues and the concerns. I don't know the fairest way to determine all the agendas folks have, but I would sure like to find a way for locals who have supported the area by living here some benefit for making the area our home and not burdening those within 20 minutes the full brunt of measures peanut buttered at everyone. I like the ideas of a gondola set up and know this is costly and will take time, but it would be great to just load at the base of the Canyon and not deal with all the vehicles. My wish would be three ways in concert 1.) buses, 2.) train and 3.) gondolas	James Suel	Website
849	Would like to see road widened and more buses.	John Landrigan	Website
850	I support the gondola alternative- ideally with a parking structure at the base of Little Cottonwood Canyon. I have been skiing at Alta for 30 years and have watched the traffic grow over that time period. The gondola is way more environmentally friendly.	Caroline McBride	Website
851	With the State budget in deficit territory due to covid-19, are these options realistic for the near term? Issue even and odd numbered, bar coded passes, on-line, for private vehicle canyon goes to be used on even and odd calendar days in public parking. Display passes on the dash of the vehicle. Enforce compliance in public parking areas with issued citations (parking tickets).	David Petersen	Website
852	Of the choices provided for transportation to the Alta ski base area I favor the tram option.	Mark Payne	Website
853	I think the gondola plan makes the most sense as it is the only option allowing continuous travel even during storms and road closures, which are when the biggest red snakes occur. More buses just add to the traffic in the canyon especially during storms, and with any plan it will be important to limit car traffic, whether by charging a toll and/or incentivizing carpooling. Thank you for the time put into improving this.	Sofia Tuttle	Website
854	I prefer the bus ideas. A gondola is a huge permanent expense. Bus service can be expanded and contracted somewhat based on demand. Bus service can also stop at various trailheads along the canyon.	Stephen Hales	Website
855	Of the three options being considered only the gondola would be reliable in storm conditions. I also think that building a gondola without parking would be short sighted and would result in much lower usage	Mike Musica	Website
856	I believe the best option for canyon traffic is enhanced bus service and a designated bus lane. I have been a LCC skier for 40 years and the traffic has become unbearable. The only reason my family of four does not regularly use ski bus service is because of the stops at Snowbird, as an Alta skier we have been stuck in the downhill bus at Snowbird for literally hours. Busing needs to be direct to each resort and ridership would increase if riding the ski bus were a time saver instead of a way to get "stuck" in the canyon.	Kim Watson	Website
857	The Gondola with enlarged parking area at the base is the most appealing option to me. The opportunity to park my car at the base of Little Cottonwood Canyon and ride the gondola would be scenic, stressfree, and relaxing. Also, getting onto a gondola would much easier than going up and down stairs on a bus. I have seen a number of people slip and fall on wet floors or the steps themselves.	mike murphy	Website
858	Sign me up for the gondola! Thanks, Mike Murphy		
858	This sounds like an excellent solution! Thank you.	Angie Staheli	Website
859	Since most of the traffic comes before the mouth in between BCC and LCC on wastach blvd, will you be adding lanes there? Also, since the bus has a bad reputation for sliding off the road, it may be difficult to change the minds and attitudes of the consumer. Last year alone, I've seen a bus off the road around 6x and I only go up LCC 2-3x a week during the winter. I know people talk about this all the time. So, my concern is that even if more buses are available, people may be reluctant to ride them. I'd hate to see so much time and money invested in a project and not get utilized. Have you considered a train option? If there is a faster solution, people will adopt it. If it's slower or just as fast, people may not adopt. I do love the snow shed idea and think that's a great way to keep the traffic flowing during storms/high avy danger. With these new options, will there be added parking at the mount of LCC? I think the area across the street from the current park n ride would make a great hub and not disturb the uphill flow of traffic (being on the south side of the road).	Rob Reinfurt	Website
860	Gondola sounds great.	John D Coburn	Website
861	I like the Gondola option. Its the best long term solution and it reduces cars in the canyon. But please put the base of the gondola in a mixed use center center. The traffic to the mouth of the canyon will kill this. It takes an hour to get to the mouth. Wanna sit on a bus for an hour to "Save time". Just extend it down the street to the park and ride on 9400south and 2000 east. Add more parking if needed. People would totally use it and it can benefit the community.	John Sperry	Website
862	I love the idea of the gondola because it would provide a less stressful & more scenic way up the canyon. I'm already prepared not to be in any rush going up the canyon in winter because of weather/traffic so an hour doesn't sound bad to me. I think a cool addition would be bus routes for snow shoers to places like Donut so they wouldn't have to drive either.	Dani Day	Website
863	Enhanced bus with widening road and underground parking	Linda Caston	Website
864	<p>While it is unusual that I am entirely in agreement with Alt Ski Lifts, I think that their preference summarized below is the correct alternative. "[Alta] supports a modified version of the Gondola alternative. It is the only alternative that provides badly needed additional ingress/egress for the Town of Alta and is impacted less by weather conditions than the other alternatives. It is environmentally cleaner than vehicle options, will have less impact on our natural resources to implement and will provide a more comfortable, convenient and scenic trip than the other alternatives."</p> <p>One question to ask is which alternative will have the most appeal to the public. Driving in LCC in winter is hazardous as well as crowded. Expanded use of bus service might be preferable to automobile gridlock, but who gets excited at the prospect of riding a bus? I have been fortunate enough to have visited Sunshine Village in Banff, which is accessed by a scenic gondola with a huge parking capacity at the base and an intermediate station at Goat Mountain as would be necessary to serve Snowbird. Also I have read that a 7.5 mile gondola connects the towns of Telluride and Mountain Village, in Colorado. A scenic gondola is a forward looking solution that would permit visitors to take in the big views without worrying about keeping their car on the road. My knowledge of European and South American gondolas is limited, save to say that a gondola in LCC would not be an untested alternative.</p> <p>One drawback to the gondola is that people wishing to disembark part way up the canyon would not be served. This is a small percentage of people compared with the number of resort visitors. Perhaps shuttle service would be the best option for people headed to White Pine Trailhead, Tanners, and Lisa Falls.</p> <p>The idea of expanding the road will not address the primary problem with the road which is keeping it safe for travel, nor can the road be expanded and maintained well enough to address continual population growth, and increased use due to multi-mountain ski passes. A gondola, would be an attraction in itself, usable year round except for maintenance closures.</p> <p>That is my two cents. Thank you.</p>	Mark Gardiner	Website
865	Please put in a Gondola.	Bryce Johnson	Website
866	Wider road, expanded (safer in snow) bus options. I feel like I always want to take the bus but own a 4x4 and invest a lot into proper winter tires to ensure safe travel for myself.	Chris Latimer	Website
867	Put in the gondola it will make Utah truly unique and is good for locals, traffic, and the economy	Paul Henry	Website
868	I support the Gondola option 100%.	Colette Casper	Website
869	I love the gondola option the most. Then hopefully we avoid having to close for avalanche. I also think having a bus only lane would help a lot... bus only up in the morning and bus only down in evening. You also need a lot more parking for people at bottom of canyon. We drive from Wasatch back and as that gets more and more crowded a gondola from the Wasatch back makes an excellent option. Please consider this.	Melissa Brown	Website
870	My preference, hands down, is the Enhanced Bus with Roadway Widening. I live in Sandy and my family and we ski at Alta. We use the canyon much more in the winter than in the summer. I would also love some sort of easy reservation system for parking so I know before I went up the canyon what the % of parking will be available once I get up there. Maybe each driver punches a "destination" button before they go up the canyon.	Margaret Grzybowski	Website
871	Please provide gondola service from a parking location. Requiring a bus to get to the gondola makes no sense and will result in poor utilization. Please provide a parking garage at the proposed lower gondola station OR extend the gondola to the proposed parking area.	Jeff Wooster	Website
872	Gondola looks by far the best option. Need to take all traffic out of the canyon and have more control over closing down the canyon. Really support all efforts to get cars out of the canyon!	Wendy Broom	Website
873	How about Gondola with parking at base station? Could the mobility hub be moved to the base of LCC or does this result in issues on Wasatch Blvd?	Scott Ceasar	Website
874	There needs to be a gondola to make it safer and less congested up the little cottonwood	Nick Fadden	Website
875	I support the Gondola alternative if we include sufficient parking at the base station that will incentivize and maximize its use.	Eric Hansen	Website
876	I really hope you people realize that SLC is growing faster than any other city in US. Busses will never work. Ever. You need to build parking garages (plural) at both Snowbird and Alta. You need to charge \$25-\$40 per day to cover the cost of the structures and create a gondola or funicular. Tourists are NEVER TAKING A BUS. EVER. For free or not. Its not realistic. We want our stuff in our vehicles. Additional coats, hats, facemask, skis etc. I land at SLC at 10:00 am and change in the parking lot and skiing by noon. You have to stop thinking local and remember, whatever decision you make on the choice before you today is a TOTAL WASTE OF TIME and obsolete the day its complete. You have to embrace the change and the growth from locals and tourists and until you realize that resorts around the world have solved these problems with trams, funiculars and parking. Have you ever been to a concert or sporting event and did not pay to park? The locals are hostile about cars and paying to park. They have gotten off cheap for too long. The additional issue really is the Ikon pass (and Epic) is destroying the mountains and industry. The passes are EAY TOO CHEAP, and the window is WAY TOO EXPENSIVE. I ski 20+ days a year at Snowbird and Alta and 20 others around the world. THINK BIGGER.	Richard Edgerly	Website
877	The gondola plan is far superior to environmental impacts. But making it convenient to skiers/riders is critical to get users to switch from driving the canyon. I believe the gondola will NOT be effective if the parking isn't within walking distance to the gondola base area.	craig philkill	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
878	I write in support of the enhanced bus option, as it by far the shortest travel time. I believe it should be paired with heavy parking fees at the resorts and carpool requirements during periods of high congestion. I would also encourage more frequent buses, with an option every 5 minutes during peak periods being most preferable.	Alexander Sahn	Website
879	This is Brynn Palmer. I like the enhanced bus program for 36 minutes, but would it be for everybody or just a peak times? Cuz I usually go up for the 3:00 time on Mondays at Alta wage. I don't and I have a bug some grandchildren that I take up there. I prefer not to use the bus, but if that would be the only the only choice that I guess I had to do that, but just call me back. Thank you.	Brynn Palmer	Phone Comment
880	GONDOLA	Ashley Pallarito	Website
881	I support a modified Gondola alternative with the addition of a parking structure at the base of the Gondola Station.	Bonnie Williamson	Website
882	the only "real" long term solution is a tram, even though it has been deemed too expensive. Buses and a gondola are silly jokes	Martin Cole	Website
883	Hi, I am very excited about Little Cottonwood Canyon traffic improvements, especially the Gondola. However I do not want to take a bus to the Gondola. I would prefer to park there at the Gondola. I have several kids with all their ski gear to keep track of and the bus just adds more confusion. I want this to work out as going up and down the canyon is hard on our car and on the environment. I vote Gondola with parking structure!!	Laura Goodman	Website
884	Will the gondolas be crowded like the Tram at Snowbird or smaller and with seating (like Jackson Hole)? I really like the idea of widening the road and having the benefit of summer use. Also, it would encourage people to use the bus since the commute time would beat that of cars.	Stacey Closser	Website
885	A gondola would fit the bill, seems like Europe has it figured out.	Chris Geissler	Website
886	I like the "enhanced" bus schedule of every 36 minutes. Would everyone have to use the bus, or could I still take my car up. I usually plan to go up on Mondays for the 3:00 skiing at Alta with my grandchildren. It would be extremely difficult to put them all on the bus with all of their equipment since they are young and want me to carry their stuff, plus my own stuff. Or, is this voluntary? Also, if the road were widened, how long would it take? 2 or 3 years?	Brynn Palmer	Website
887	Begin with enhanced bus service with an evaluation of it and if needed move to enhanced bus service with road widening	Michael Ott	Website
888	Gondola is the best option. All other options will at some point be adversely affected by weather. Barriers for the additional bus lane will restrict wildlife movement and restrict emergency vehicles from reaching people In need.	Adrien Covington	Website
889	As a resident of Utah over 50 yrs and a part-time employee at Alta, for 19yrs. I feel the Gondola has the most potential to move people regardless of the weather/road conditions. Parking should be expanded at the base of LCC to maximize the use of a gondola.	Brent McCormick	Website
890	I would love to see a Gondola and parking hub. As a lifelong skier at Alta (50+ years) I have been frustrated with LLC traffic situation for years. People will not take the bus up the canyon unless forced aka close the canyon the personal use vehicles. However, the Gondola gives pathway that would be beautiful and environmental friendly. PLEASE LISTEN AND PUT IN A GONDOLA!	Jeff Justice	Website
891	Gondola is the preferred option	Russell Pixton	Website
892	Gondola	SUZANNE MCCALL	Website
893	I would be most likely to use the gondola option. The parking lot should be adjacent to the gondola; a bus ride adds too much time. A one hour transit time to Alta is a big psychological barrier to use.	David Wortham	Website
894	I have been a 6-8 time a season visitor to LCC during ski season for more than 27 years as well as an of time summer visitor. The only way to preserve the natural beauty is the Gondola idea, which will not only be more weather efficient, more ecological but may be less costly to implement and cleaner to run	Peter Wodinsky	Website
895	Have you looked into the boring company? They just finished digging a tunnel under vegas!	Renea Dietrich	Website
896	A gondola is a waste of resources and does not serve all users of the canyon. Saying that hikers and backcountry skiers will be able to drive up the canyon will just invite resort skiers to avoid the time and cost of the gondola by parking on the highway and fill up the trailhead parking. Also, if people have to take a bus to the gondola, why not just keep driving the bus up the canyon? Why go to the trouble of unloading people (and their gear) off the bus, making them stand in another line and then load themselves (and their gear) onto a gondola. It doesn't take an industrial engineer to see the inefficiency of this. I would like to see extremely frequent Electric bus service (every 2-5 min at peak times), and no personal vehicles in the canyon during the winter. Each bus would either go directly to Alta, directly to Snowbird, or only serve trailheads/backcountry access points. Only delivery vehicles and buses would be allowed on the road (perhaps also Full Time canyon residents). This means all skiers, staff, and people staying at the resorts/rental properties taking the bus. This is an equal system for all and allows maximum efficiency.	Jordan Bernhardt	Website
897	The Gondola seems like the best option on all fronts! Scenic, unique, avalanche proof, and utilitarian! Let's make it happen!	Alec Gonos	Website
898	Enhanced bus with road widening and avalanche sheds!	Kathryn Szczotka	Website
899	I think the bus system with extra lane makes the most sense because it is scalable based on demand and the extra lane will not only alleviate traffic but will make the canyon safer for hikers and cyclists during the summer. It provides more access to the whole mountain vs the gondola that only solves a winter problem and cannot scale the way a bus system can.	Melissa Derby	Website
900	Gondola would be the best option	Jesse Reid	Website
901	Gondollllllaaaaaa!!!!!!	Adam Jenkins	Website
902	I support gondola but instead of having to buss to the gondola, build a parking structure at the base of the gondola. Initial cost may be higher, but in preparation for growth with have the biggest impact on reducing traffic in dangerous road conditions. I need more information on the gondola. What is the capacity per gondola? In the era of COVID and other airborne illnesses we need to adjust our thinking to smaller groups of people. As a resident I enjoy driving my own car and enjoy my own space when getting to and from ski resorts. The only option that I would consider is the gondola. Again, only if it is for a small group such as my immediate family or friends. I think that this could be a fun adventure to add to the skiing experience. The one part that I don't like about the current plan is the bus ride from Wasatch gravel pit to the gondola station. This seems like it would add extra travel time for my family that is unnecessary. And public transportation is not a healthy option unless you can guarantee air quality standards. I can just see people pushing and shoving to get on these buses to get back to their cars. A parking structure near the gondola seems like a much better option and would encourage people to use the gondola with one less transfer.	Christian Sorensen	Website
903	I support a gondola. Nothing else will work.	Kalen Thorian	Website
904	I strongly support the gondola or enhanced bus proposal. However, moving a parking structure closer to the gondola terminal will be crucial. People will still drive if a 2 stage journey is required. Any bus addition that does not include dedicated lanes will do little to reduce traffic demand. Buses need to be guaranteed to be faster than a car in order to be successful alternatives.	James Sullivan	Website
905	Thank you for presenting these alternatives. I am highly in favor of enhanced bus service with PPSL, which is the best solution addressing year-round needs. As one of thousands of avid cyclists who have biked in LCC, I see a great need for a safer way to share the road. And as an avid skier, I have experienced extremely long delays in buses and when carpooling because traffic has been slowed and obstructed by incidents in the current single lane. Snow sheds and dedicated bus or HOV 4 lanes would benefit air quality, time saved in traffic and safety. In January of this year, I sat and inched along among idling cars for 5 hours with my family slowly making my way down the canyon after a snow day. I would be very interested in using express bus, 4 or more person carpooling, and paying a toll for safer, faster traffic with less air pollution. Thank you for considering my opinion. Brad Briscoe	Brad Briscoe	Website
906	The analysis surprised me in that the gondola option will cost less than an additional bus lane. Also, I am surprised by the closeness of capacity per hour transit.	Annie Studer	Website
907	With that, I support the gondola option to best serve the Canyon traffic needs. The gondola with a parking structure at the base is a great idea!	Emma Strongin	Website
908	Gondola!! An extra bus lane is not going to make more people ride the bus. A Gondola also has an option for possible revenue from summer visitors and Oktoberfest crowds.	Elizabeth Shakespear	Website
909	Gondola network, high-capacity and wind resistance, with high capacity parking and bus connection to light rail at canyon entrance.	Michael McBride	Website
910	My vote is for the gondola. It is safer, more relaxing, more scenic, more comfortable, and can likely run when busses could not since avalanche closures may not affect it.		
911	On weekends or other peak periods, busses could be combined with busses to increase capacity. A scenic gondola ride could also be a revenue generator outside of ski season whereas a bus would not offer that option. I love the idea of a gondola or another people mover (see PRT @WVU or an electric light rail). Make LCC a toll road to encourage use. More buses or widening the highway is just ugly. I do like the gondola idea the best as I feel it adds to the beauty and experience of the canyon.	Adsm Jewell	Website
912	I've seen the alternatives for advancing access/traffic solutions for Alta/Snowbird - Little Cottonwood Canyon. I strongly favor the gondola solution as effective, efficient, weather resilient and environmentally most sound. This is a well used solution I've used in ski resort areas elsewhere, with Verbier, Suisse the first that comes to mind - a gondola from the valley (and train station) saving the long, winding and often crowded drive up to the resort base. Perfect. Thanks for your consideration.	Matthew Masterson	Website
913	The alternatives summary makes a persuasive case for the Gondola option given it's relative capital costs, O&M costs, and peak people capacity if options like trains and tunnels aren't in the picture. But please stop talking about this and start taking action.	PHILLIP TAYLOR	Website
914	I am for any of these three options! Just make it happen!	Nathaniel Volk	Website
915	By adding a lane for bus use only will provide incentive and possibly up UTA riders. As of now, there is no benefit to take the bus if the bus is sitting in traffic with all other vehicles and the bus reaches capacity because of queuing at stops.	John Blocker	Website
916	Strongly support a bus option with road widening. A gondola would be a visible and environmental mar on the landscape, and would not be as efficient in getting skiers to resorts with the planned stops. To aid with the environmental impact, electric buses should be considered. Widening roads will provide a huge boost for congestion while increasing access for skiers, hikers, bikers, and anyone looking to access the nearby outdoors that the canyons offer	Joe Summers	Website
917	Is there not a rail option?	Tyler Colbrie	Website
918	Gondola! Do it right the first time.	Chelsea Mayans	Website
919	I would prefer the expanded capacity bus option. The bus is the best option to skier, hikers and you need more capacity to get to the mountain top. Thanks you for reaching out!!	Zach Moore	Website
920	The Gondola option seems the best fit.	Patti Jaeggi	Website
921	We would like to support the plan for a gondola. It is the most environmentally friendly option, and will be great for property value and increase tourism revenue. Supported with the addition of a parking structure at the bottom of the canyon.	Paul Romnes	Website
922	Gondola! Nobody likes to take the buses already what days people will take them now. Gondola seems like a better experience than the bus	Kristi Kircher	Website
923	The gondola would be the best way to transport skiers up hill. It can run when road is snow covered, also would run if road is closed due to avalanche danger. A multi level parking garage could be built at the bottom of the canyon, possibly in different locations with bus shuttles running continuously during peak hours. The current buses are expensive and do not hold enough people to make a difference. Also the schedule makes it hard for ridership. The parking lots are not adequate.	Regina Smith	Website
924	I support a gondola in principle, as long as the wait time for a gondola can be kept below 15 min at peak times going up AND going down!! The gondola should also be time efficient! If it takes twice as long as with a car - big problem!! Also, I would not want the gondola to be mandatory. There should still be a choice between a bus, car or the gondola! The gondola needs to be such an attractive option that everyone will want to use it!! Also, the gondola can be used intermittently! There are many "slow" skiing days on which traffic congestion is not a problem! I suppose intermittent use may cause problems with employees!??? However, and I could be wrong about this, but it appears that congestion only happens on Powder Days and/or weekends/holidays. I see no need for a gondola on the other days!!! Please consider what will happen at the end of a busy day, if the gondola should break down?? Please also consider what the price would be for the gondola and the parking at the base! If it's too pricey, people will not take it!! They will drive!! Also, where would the gondola stations be to service all areas of Snowbird and Alta? How many will be needed?? I am sure there are many other issues to consider, but that's all I can think of for now! Thanks for asking!!!:-)	Lisa Lewis	Website
925	As a skier accessing little cottonwood 20+ ski days per year from out of Utah, I would gladly support the gondola option being proposed. However, my willingness to utilize the gondola is greatly decreased if a bus option is required to board the gondola.	Annette MacIntyre	Website
926		Bryan Stiltz	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
927	Definitely no gondola- it would ruin the view. A dedicated bus lane with a wider road with one additional lane, then 2 lanes up and 1 down 6am-2pm and then 2 lanes down and one up 2pm through 6am. Also make the bus free and subsidize that by having paid parking.	Stephanie Siegel	Website
928	The gondola is the best option better driving is not the solution	Peter Landry	Website
929	The gondola idea is by far the best and longest lasting alternative. Might cost more but in the long run will be well worth the investment.	John Schiefer	Website
930	A gondola with a parking lot at its base will clearly yield the least detrimental environmental impact and afford the greatest ease of access and resultant use.	Jerry Abajian, MD	Website
931	I have driven the canyon 4 times a day year round as an employee of snowbird. I commute in the winter via uta vanshare, I drive the supply truck to the valley and back once a day five days a week. I don't have faith that more busses nor widening the road will help at all. I am in strong favor of building the gondola. Thank you	Robert Reynolds	Website
932	Gondola is the only way to go!	Barbara Marsh	Website
933	Enhanced bus system with road widening	Beau Sovinsky	Website
934	Just put in a toll. It's a congested canyon and will encourage people to ride a bus.	Steven Rekuc	Website
935	Did you consider a train of some sorts. Wouldn't that be faster then a gondola?	Charlie Rinehart	Website
936	Gondola would be a nice alternative to buses and should definitely be utilized.	Jacob Larson	Website
937	Am out of state skier, Mtn Collective Pass, annual visit to ski Arla-SBird. Would like more bus options from SLC city, single person hostel like affordablestays, then would never rent a car	Steven Thompson	Website
938	Closing the passing lanes makes a huge difference, a lot of the traffic is stemmed from those choke points and people trying to get 3 cars ahead	Trey Inman	Website
939	Gondola	Kennedy North	Website
940	My Vote is for the Gondola. Easy parking at the base. Reduce Traffic in the Canyon	Caleb Cook	Website
941	Gondola	Meghan Bridges	Website
942	I would love to see a monorail, but since that isn't an option I like a modified version of the gondola. There needs to be a parking structure at the mouth of LCC for the gondola. Bussing to the gondola is a horrible idea.	Devon Gibby	Website
943	Driving to park to take a bus to a gondola is absolutely ridiculous and I will never do that. I might drive to a bus or gondola if its super convenient to get to Alta without multiple Snowbird stops.	jim kanaley	Website
944	I am a former Alta resident, so I strongly prefer the gondola option. Middle ground as far as capital, lowest as far as operating, and preserves more of the mountain character of Little Cottonwood. Seems like a clear choice.	Sean Miller	Website
945	As a Lift Operator I may be somewhat bias however. I think you should do both • Enhanced bus service with road widening • Gondola but I agree with Alta that modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station	Bill Schwartz	Website
946	I would prefer to see a gondola in the canyon. I believe the environmental impact will be less. If you have ever been to Telluride they're a perfect example. Increasing bus service as well.	Jean-Paul Giudici	Website
947	Expand bus system. Offer more on the hill incentives for those carpooling and let the buses skip the line when the canyon is closed(which has been done at times in the past). Don't expand the road please, that'll just exacerbate the problem with single occupancy. A Gondola is inefficient and expensive idea. It would be an eye sore on the canyon. Add pick up and drop off spots for popular backcountry trailheads. This is definitely the most cost effective. Thanks for all you do.	Brett McWilliams	Website
948	Gondola best option due to canyon closures for road clearing.	Brian Macdonald	Website
949	I would like to endorse the gondola option	Cory Studebaker	Website
950	I vote for the gondola	Nick Rieger	Website
951	Increased bus service and require all vehicles to have a minimum of 2 people. Also buses can't be city buses. I think to really get people to use them they need to have "captain chairs", like le bus. Difficulty finding seating, overheating and motion sickness all dissuade people from riding the bus up the canyon. If guaranteed a seat and comfort, I think more people, myself included, would take the bus up.	Sheila Willson	Website
952	Gondola is vastly preferred.	Tamara Gaffney	Website
953	I believe a gondola system with 500-1000 car parking available. I believe the key to solving the LCC congestion issue is less vehicles. All it takes to ruin the commute is one ahole.	Conor Carrigan	Website
954	I think a gondola is the right move it will help cut down emissions in the canyon. I think that if you are a season pass holder it should be free. Please stop with the epic pass no one likes all the crowds up here it wasnt this bad before the epic pass.	Blake Reuter	Website
955	As a frequent visitor to Little Cottonwood Canyon I think a progressive approach is needed. An incline railway or high capacity gondolas/ Trams as well as high capacity shuttles. A road expansion including lane switching to accomodate higher traffic volumes. Charge a fee for annual canyon vehicle access.	Chris Gonzalez	Website
956	I support increased bus capacity with lane widening; there is no place for a gondola in the Cottonwood Canyons.	Elliot Davis	Website
957	In favor of Gondola to reduce high impact of busses. The biggest issue right now is there is not enough parking at the bus stop. We need to address that issue in any of the proposals. Mobility center must be big enough.	Travis Giguere	Website
958	I want to get to Alta as quickly as possible. Wider roads with more passing lanes would be great!	Parker Stohiton	Website
959	I like the idea of the gondola. I picture it like the peak to peak in whistler. Those gondola boxes fit almost 30 skiers per box. In regards to parking at the bottom. I think you need a large garage. One that has access from both the roads merging so it doesn't create a log jam at the bottom. You enter from the bottom and then exit through the top which allows flow through the garage. And each road access would have two or three entrances to the garage to again create less wait time getting into the garage. The whole point is to reduce traffic. We don't want to just create more chaos at the bottom of the canyon. There has to be a way to design it so that the traffic can flow easily in and out of the garage. If we can do that I think this makes the gondola a great option.	Matt Raymond	Website
960	I am absolutely in support for Gondolas for Little CottonWood Canyon. Gondolas are much better for the environment, cheaper, more efficient, and a wonderful travel experience during all times of the year.	Adam Poole	Website
961	Gondola	Zach Powers	Website
962	Gondola	Emily Wood	Website
963	I like the idea of a gondola-it would improve the ease of getting up the canyon. But on a downside, out of the three options, this one might take a longer time to install and get going. I also think that an enhanced bus service is a great way for a college kid, like myself, to get up the canyon easier without a car.	Addy Nygard	Website
964	Modified version of the gondola idea that Alta proposed. Please consider the environment.	Oliver Liston	Website
965	The gondola would provide the most eco-friendly transportation and keep the roads clear for emergency and service vehicles. A much larger (free) parking area at the mouth of the canyon, frequent service, and a steep parking charge at the mountain (\$50?) would get people onto the gondola.	Joseph Shrawder	Website
966	I am strongly against widening the road as it will negatively effect the wildlife and sense of nature in LLC. In my opinion enhanced bus services is the correct option at hand as it will not take away from the nature of LLC. If the road is widened it will detract from the main reason people ski at Alta: sharing skiing together in solitude away from the busy cities and truly enjoy simple, pure skiing. Widening the road will create a tourist atmosphere similar to park cities which IS NOT what LLC is. Therefore I strongly suggest an enhanced bus service and if that cannot be achieved than put in a gondola. Thanks for all you do keeping skiing transportation safe for us all!	Ty Smith	Website
967	Seems strange to me the environmental impact isnt taken into account. Moire global warming and we wont have any snow. The "Impact" column reflects properties affected and doent seem to have journeys in cars saved, if the new buses are electric, hydrogen or old school diesel. The last time I took the current bus set up you had to pay. I assume the new proposals are free or people wont be incentivised to get out their cars	Donald Porteous	Website
968	The gondola is the best option	Michael Naughton	Website
969	I think the gondola would be the best idea. I would even go a step further to say that with a Gondola, the canyon road should be closed to non-essential or day-use-only traffic during the ski season. A Gondola system would allow for more access for people taking public transportation as buses would only need to meet at the base of the canyon. There is a great example of ski resorts operating this way in Sunshine Village in Alberta, Canada. A Gondola would also be an excellent option in the eventuality that trax or other light rail systems are expanded to serve Highland Dr., Wasatch Dr., or 9000/9400 S.	Brady Groves	Website
970	Traffic is destroying the Wasatch. Gondola all the way!	Amy Rust	Website
971	We for sure want the Gondola alternate plan the Alta has suggested. I would be nice to do all three. Widen Road, Add UTA Buses and do the Gondola. Ultimately, the Gondola is the "best" solution. Best environmentally and ware on the canyon.	Clark LOWDER	Website
972	My first concern is the environmental impact- I support whichever option is not going to destroy more of the canyon. I think a gondola would be great- I'm curious if it would be open in avalanche closures? That would be great if essential people could still get up/down if the road is closed. Will it be free? Need to show season pass? Regardless, gondola sounds like the way to go.	Stefanie McWilliams	Website
973	Gondola..	Colton Thompson	Website
974	I vote for enhance bus service with road widening	Enrique Feria	Website
975	Let's learn from the Swiss. Anyone who has skied at Lauderbreunen has experienced the efficiency and effectiveness of Train/tram access to these highly sensitive areas. A large parking garage at the base of the canyon with highly restrictive auto travel regulations to diminish and eventually eliminate all but commercial traffic up the canyon in winter months would be the ideal solution. Please include an exhaustive review of how Switzerland has managed their sensitive access areas and learn from what they have done so well as a part of the decision making process. This solution also prepares the way for interconnecting our world's best ski resorts some day while preventing harm to our fragile environment that all other solutions would cause. Strongly endorse the tram model. Jake Nichol	Jake Nichol	Website
976	I'm born and raised in Utah and I'm proud of it. I'm grateful for what Little Cottonwood Canyon has to offer and I've been skiing it for a while now. I feel like the gondola will be the most affective way to solve the canyon traffic flow. I think it'll be better on the environment and it'll be an amazing way to view the canyon. What a great idea. Let me know how I can help.	Garett Garcia	Website
977	I support the gondola alternative with a parking lot at the base of the gondola loading area. In order for the alternative to be appealing to the canyon users, it needs to be convenient as well as cost effective to use. With the gondola being electric, it will help by keeping the air cleaner especially on high inversion days.	Mark Hays	Website
978	I support the Gondola because it's a cheaper option while being environmentally friendly both to the canyon and the vehicles.	Alex Mietchen	Website
979	As the roads to Alta/Snowbird have become more and more packed over the last few years, I believe the best answers are either widening the road or building a Gondola. With a typical wait time of over 1 hour to exit LCC this past season, it would be a waste of resources and money to ONLY enhance bus services. With plenty of tourism skiing and increased volume due to ICON pass. People are not likely to use the enhances bus service if they will still be in the same traffic.	Oliver Peloso	Website
	The gondola is a great idea, dependent on how LCC residents feel about seeing it.		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
980	I have tried the buses and find them uncomfortable, closed in with no view and inconvenient. Enjoying the awesome view going up the canyon is a big part of the experience. I enjoy the gondola in Telluride and Europe do would use one in Utah. I prefer gondola to bus option. Seems like the solution in the Alps where there is a long tradition of solving mountain transportation issues. Regardless, the parking at the base of the needs to be enlarged so one can depend on getting a spot plus the security needs to be enhanced at all lots because I have seen vehicles that have been broken into. Concerns about damage to my vehicle would be a deterrent to using the parking lots.	Scott Carr	Website
981	As a skier, the Gondola sounds great. However, it would be nice if there were a parking area at the base Gondola station at the entrance to the canyon. I'd leave my car there and stay off of the canyon road.	Bob Ashmore	Website
982	I support fewer cars on the road by any means. And wider lanes would allow for more defined bike paths. And keep cyclists safe during the non snow months.	Dylan O'Neill	Website
983	I like the first Options, We dont want to deal with utah construction anymore!	Leeya Christensen	Website
984	Not sure how much time you all have spent in Europe, if not much, go check out their transportation systems to their ski areas. I don't believe expanded bus services will help...Utahns don't ride buses. Perhaps a monorail system	Stephan Knubel	Website
985	I like the gondola option	Jonathan Olin	Website
986	I support the gondola alternative but it must have a large parking structure at the base; or it needs to be extended to the transportation center. A shuttle bus to a gondola is not a solution.	Robert Dubil	Website
987	Personally, I would hate to see construction in little cottonwood as it would set back transportation and enhance the impact of the road system on the canyon biosphere and scenery. For this same reason, I would also dislike the gondola proposition. I think that the enhanced bus system and increased encouragement from resorts to ride UTA would be effective. However, there is a much needed increase in parking at the bus stops near the base of both canyons. With this construction in adding parking, perhaps consider making the parking lot of more comfort for the patrons. Maybe a coffee shop, and a bigger shelter for when the weather turns worse, which it usually does in the winter. Also, I think increased comfort on the buses would drastically increase patrons' willingness to ride the buses. This would include aspects like handling of skis and other gear, the steep steps and slick floor inside the buses, etc. Ultimately, I think that enhanced comfort and timing of buses would ultimately solve most, if not all, of the cottonwood traffic issues.	sara cochella	Website
988	Gondola with a parking lot structure at the base or extend the gondola to the gravel pit parking	Jonathan Olin	Website
989	Please just increase bus service that's the right thing to do.	Doug Simpson	Website
990	I appreciate the process of forming and finalizing a plan for LLC is public and we have the opportunity to voice our opinion. I personally believe the gondola would be the best choice based on budget, capacity and preserving the canyon.	Claire Stout	Website
991	Gondola that you can drive at base of canyon	Scott Silver	Website
992	I usually ski with small children, and the thought of cramming them into a gondola or a bus for >60 minutes is unfathomable. I would never use the gondola if it were an option, however it might work best for single riders. I would suggest a toll or parking fee for single riders and an exemption for families or cars with multiple riders	Derek Storrs	Website
993	I'm in favor of the Gondola ... just with a parking structure at the base station! Thanks!	Eric Schoeller	Website
994	I am a native Utah skier who uses the Cottonwood Canyons about 20 times a ski season. I'm extremely frustrated with the congestion, which was never an issue when I was young. I support The gondola option because it will have a lower environmental impact and remove cars from the canyons. I also support the change suggested by Alta to the gondola plan whereby a parking structure would be built at the base of the gondola rather than having skiers park at the gravel pit and bus to the gondola.	Ann Lambert	Website
995	All three would be helpful!	Alixandra Schwartz	Website
996	The gondola appears to be the best option possible due to the simple fact that it can get people down the canyon quickly even when the road is taking on heavy snowfall. The bus oriented options still run into the same issues as before.	Ryan Boekholder	Website
997	I strongly prefer the increased frequency bus service. It is the most flexible in that it can serve more than resort users, like hikers, snowshoers, at multiple locations.	James Keener	Website
998	I'm sure the Gondola will be the most expensive but that's what should be built for the future. I vote for the Gondola unless you can get Musk to build a Hyperloop.	John Maerzke	Website
999	Traffic backups/parking issues are caused by increased resort travel. Either they should be limited in guests per day or pay entirely for expanded county/state services for their profit. Backcountry skiers and climbers already pay taxes for the roads and forest land and get stuck in traffic if you don't avoid certain days. I don't believe making resorts have more people and profit makes them better. They can submit a payment plan for any upgrades before they add more ticketholders or expand anywhere. Thanks!	Luke Smith	Website
1000	Please widen the road, expand bus service and maybe enforce carpooling. Thank you	Chad Meyring	Website
1001	Parking needs to be at the base of the gondola, possibly at the top of Dimple Dale Park, including Granite Park area	craig christopherson	Website
1002	We highly support the gondola option with modifications. We have children and we ski as a family. Any added steps to arriving at the resort is a lot of work considering eight people skis and equipment and all of the above. We would be more likely to ride the gondola if the parking for the gondola was at the base of the gondola. If we have to take a bus to the gondola we would be much less likely to ride it. It needs to be simple it needs to make sense to be fully successful. To be honest, adding that one more transition is not ideal. Thanks! We hope something works out because we enjoy recreating in the beautiful mountains and hope there's a simple way to make that possible, as well as environmentally safe.	Elisabeth and Tyler Fish	Website
1003	Gondola is a must for the future . The other options are simply short term as top gaps.	Vera Wood	Website
1004	I worry a little about the gondola and wind. I'm super curious to know impact because that will definitely be an expensive option and I worry it would get shut down all the time. I feel like widening the road may be one of the easier options and it would also make it safer for cyclists. The busses need to be more reliable if we go that route. Maybe the trax to bus? It would have to run on Sunday though.	Rosemary Nicholson	Website
1005	I recommend all options await the future impact Covid 19 will have. If there is an effective vaccine, then I would recommend a modified gondola option by extending the gondola route to wherever the parking will be instead of requiring an extra mode of transportation. Keep it simple. Plus, a gondola will minimize the affect of slides, avalanches, and snow removal on people movement.	jim mcgrath	Website
1006	GONDOLA!!!	Tasha Woolley	Website
1007	IF there can be sufficient public parking at the gondola base station. that would be my preferred alternative. Perhaps this could be a second parking area, one that would accommodate skiers coming from the south, whereas the gravel pit lot could serve those coming from SLC and the north.	Douglas Johnstone	Website
1008	Bus and widening! Carpool incentives at Alta and Snowbird. All lots	John Bridges	Website
1009	What accommodations will be made for residents who live at the mouth of the canyons and east of Wasatch? It's rather ridiculous to have to drive all the way up Wasatch or down into the valley when you otherwise wouldn't drive on or cross Wasatch Blvd to get up Rt 210. It doesn't help anyone if these residents are forced to be a part of the Wasatch Blvd traffic.	Ken Ringsen	Website
1010	I am so excited that a gondola is being considered. Anyone who has visited a country like Switzerland knows how amazingly efficient gondolas are in winter/mountainous terrain. Additionally I think gondolas are way more appealing than buses for locals and tourists alike (consider that buses are currently available and so many people still prefer to drive up). They are also (somewhat) avalanche immune in comparison to buses...no more tires spinning out or stuck buses due to conditions...which equals more ski time and more revenue for resorts!	Cynthia Wallace-Clarke	Website
1011	Modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station.	Ralph Perlberger	Website
1012	Hi, I think widening the road with an express lane for busses and people with canyon passes that can be purchased after your car passes an inspection of tires and 4 wheel capability. There should be a booth at the bottom of the canyon that checks EVERY car if there is snow in the forecast, and the people with the canyon pass, busses and canyon transport can take the express lane around. There should also be heavy fines for cars in the canyon that are not equipped for the conditions. I also think canyon employees should not be able to store their car up in Alta all winter. There are many cars that just sit there and are never moved, only shoveled out. Lastly the busses need to run later, at least on the hour until 10pm to allow canyon employees a chance to ride up and down. Thanks	Jeff Withey	Website
1013	I am highly in support of the gondola. I care deeply about the air quality here in Utah and I believe this is a great step forward to help that growing problem. I also think the gondola sounds like a safer option. I have slid off the roads many times in the winter and it's scary to go up a canyon in that weather. I would much rather prefer a safer option that inclines me to use the canyon for various activities.	Matthew Davies	Website
1014	Enhance bus service and widen road. Also look at free shuttle service similar to what Squaw Valley has implemented. A gondola would take forever and create lines /traffic at the base of the canyon and people would end up just driving instead taking us back to where we are now.	William Frantz	Website
1015	We are from the East and are in our 70's and have Alta senior citizen passes. We want to take our car and our "stuff" to the ski area. I guess I will be 100 by the time the gondola is built but please continue to allow automobiles up the mountain.	Diane Goldberg	Website
1016	I like the idea of a gondola.	Judy Schiefer	Website
1017	Enhanced bus service... like MANY more buses. Charge for parking unless you have 3+ people. If there are buses running more frequently people will have more incentive to take them. I took the buses all last season and it really blows when you're waiting in the freezing cold to get down the canyon and the bus is full.	Tova Goldstein	Website
1018	Gondola would be great but Eurotrain system would be much better	Anthony Nelson	Website
1019	Enhanced bus service will not be enough to solve this problem long term. I think the gondola would be the best option based on the inform available.	Whit Zordan	Website
1020	I find the gondola concept very interesting with excellent potential; however I think the travel time of 63 minutes would deter many potential users.	June McQuide	Website
1021	I fully support the Gondola and bus	Elizabeth Enos	Website
1022	Vehicle technology continues to improve and we are not far from a world of mostly electric and self-driving cars. The environmental impact of exhaust caused by vehicles will fall dramatically over the next few years. As regulations allow self-driving cars on the road, the dangers imposed by drivers in Little Cottonwood Canyon will be reduced substantially. These improvements require zero investment in a gondola nor in widening the road. The road will need to be maintained regardless, so the investment impact is negligible as it wears out due to adverse weather faster than the impact of vehicle traffic. The gondola will cost millions and have an adverse impact on the natural environment. My recommendation is to embrace the electric and self-driving car evolution rather than cause further negative environmental and economic impact by taking another measure. In the interim, encouraging skiers to use the bus system already in place and perhaps increasing the frequency of direct-to-Alta buses (and separate direct-to-Snowbird buses), will incentivize more skiers to take the bus.	Steve Affleck	Website
1023	I prefer the Gondola option with a large transportation hub at the bottom of the cayon to alleviate ALL traffic in the area. The gondola must run year round and service multiple stations up Little Cottonwood	Trent Parker	Website
1024	I think the gondola idea is the best but the parking should be at the gondola station. Also the cost to ride the gondola has to be less than \$10 or it won't make sense to use it.	Steven Goldstein	Website
1025	I would support the gondola option for several reasons. It would remain in operation in most kinds of weather. I would imagine that it would not have to be closed for avalanche control. Canyon closures present a great interruption and inconvenience to both skiers and businesses. The canyon road can be treacherous during snowstorms and many accidents occur every year. The gondola would allow more people to use the canyons without the impact of so much car and bus traffic. It would also create an additional tourist attraction by providing a scenic access to the canyons.	Meg Pratt	Website
1026	The Gondola idea sounds ridiculous. It would be slow, crowded and uncomfortable, and it would only service the ski resorts, nothing else in the canyon. A dedicated bus lane, and/or bus-only days (kind of like Zion National Park) seem the most practical to me.	Bryan Murdock	Website
1027	I think a gondola is the best option. If transit exists that can actually get around the traffic problems in the canyon it can really get people to view it as a superior alternative.	Sam Feldman	Website
1028	Love the gondola idea, I would definitely rather use that than drive more of that dangerous road	Macklin Morgan	Website
1029	The key here is to eliminate more personal vehicles in the canyon. The Gondola in the long run seems most cost effective and less impactful to the natural surroundings. Widening to road for a bus lanes creates a huge impact to the canyon, and eventually we will grow out of that. Gondolas can limited the vehicles accessing the canyon, and could bring the resort more clientele without creating more congestion on the roads and parking. Not to mention the experience the Gondola would add to a skiers' day.	Scott B Starley	Website
1030	more buses and the road widening	Nick DeForest	Website
1031	I would love to see the gondola option. I feel like that would be safer for traveling up and down the canyon and wouldn't be as affected by bad traffic. If the connection to it is easy, I'd take it when I'm in town. Thanks!	Jeremy Lukensmeyer	Website
1032	I agree with the position of Michael Maughn, General Manager and President of Alta Ski resort. A gondola with a parking structure near where the gondola begins is the best option for the reasons mentioned by Alta. It may be expensive, but will be worth the expense in the long run. Thanks, George	George Ramjoue	Website
1033	The gondola sounds nice in practice and moves away from fossil-fuel based transport options. Why is the transit time so much longer? The benefit here is it would not be slowed down by traffic on the road as well when there are backups (which happen often).	Zach Berzolla	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1034	The gondola is the most environmentally sound option and (assuming there's a parking lot at the base of the gondola at the bottom) would easily be the most used. Most people don't like taking windy bus rides up mountains. Plus the additional buses will make driving up in cars a very slow process as the average traffic will slow to a crawl with slow buses clogging up the streets.	Dan Levine	Website
1035	I am voting for the Gondola option. I believe more people will adopt the Gondola vs bus use because of a couple factors- 1. Less wait time = perceived faster value even if the bus is actually faster 2. Gondolas are smaller so less exposure as many people	Aliza Taylor	Website
1036	I would love to see a gondola or a light rail up the canyon. I've always thought an elevated light rail system would be awesome!	Jed Easterbrook	Website
1037	Be braver! Eliminate personal vehicles. go all busses. see Beaver Creek. people will adjust in one season. more capacity and less hassle.	Brian Porter	Website
1038	1. Gondola	Hannah McBrayer	Website
1039	Enhanced bus service with adequate convenient parking makes the most sense fiscally. The gondola would provide a world class experience but only if the parking solution encouraged folks to use it Option 3: Gondola. Modify option to have parking at the gondola base station (parkade-style to minimize footprint). This would reduce bus requirement and time from grave pit and add more convince to encourage use of gondola. Increase number of parking stalls. Partner with ski resorts to have payment associated with ski passes (seasonal and day passes). Gondola option reduces risk for all vehicles on roadway and ensures people don't risk driving in poor conditions and also reduces risk for emergency workers. Avalanche sheds should be built in known and high risk areas regardless of this project to reduce risk for all vehicles and emergency workers.	Mike Feldman	Website
1040	DO THE GONDOLA. I go skiing 20+ times a year and PLEASE DO THE GONDOLA	Brian McEwan	Website
1041	I think the gondola option provides the best, most weather resistant option that is environmentally responsible as well. If that is to be the option, I think you need a parking structure at the base of it instead of gravel pit and shuttle service. More people will use it with the parking garage option.	Mark Greenwood	Website
1042	Of the three plans, the additional bus lane and widening the road is the best solution. This allows for two main additional resources. 1. The bus will become an equal if not better option on busy days. 2. An area where cars stuck in uphill traffic who are behind a vehicle which can not make it up, could be avoided with snow tire checks, an area to move around the car/truck without heightening the risk of downhill traffic head on collisions. Thank you for all your hard work.	Kennan Vance	Website
1043	I like the gondola alternative as it reduces carbon based travel on the road and can stay open when the road closes due to an avalanche. I do agree with Alta that there needs to be a large parking lot/garage at the gondola base. It would be silly to bus people to the gondola. That makes the travel time too long and I think people would think it is too much of a hassle. I would like to see the travel times, construction costs, and operating costs without the need for busing. I would guess it is significantly lower.	Matthew Nolan	Website
1044	I support the gondola!!!!!!	David Barth	Website
1045	The study seems to ignore the option of banning single-occupancy vehicles in the canyon during peak hours and requiring 3 or 4+ folks depending on how busy it is. Add more electric buses, allow for independent shuttles and other high occupancy alternatives and the travel times for option 1 will drop to those of option 2 with much lower expenditure. Also, the snow sheds are included without question and cost a minimum of \$72M. That is \$160k per hour of closure over 10 years (not including upkeep). This seems excessive and a way to make the gondola option look better than it is. Buses are flexible - they can be deployed elsewhere when not needed. A gondola will only be used when traffic is horrendous (~250 hrs per year max) given that it takes 2x as long as driving or taking the bus. This is approximately \$335,000 per hour of use over 10 years (not accounting for inflation/time value of money). Per person cost (covered by tickets or subsidized) would need to cost ~\$47 at peak usage to cover the cost. Don't think you'll get many takers on that. Please check my math and include it in your report. I am torn on whether an additional lane up the canyon would be worthwhile. The bonus of it being used in the summer for biking would be a boon to active transport and safety, but more lanes always beget more traffic, which means the same time waiting in traffic but even longer lift lines. At the end of the day, the canyon only can handle so many people. You either wait on the way up or in the lift line. I'd rather not do both.	Bailee Morris	Website
1046	I'd vote gondola. I think it needs to be something major. A dedicated bus lane and route would be my next choice. Something that motivates people to try out the parking lot rather than drive. For me, I think a gondola would be that motivation.	Evan Chenoweth	Website
1047	GONDOLA	Conner Ludlow	Website
1048	Gondola!	katie wood	Website
1049	I strongly support Gondola option for little cottonwood canyon. In this way, we can reduce traffic and preserve the environment.	James Shoemaker	Website
1050	The gondola seems to be the most sensible alternative, if steps are taken to reduce private car traffic. Greenhouse gas emissions and contributions to air pollution should also be taken into account in this study, but I would assume that a gondola would also be the best alternative on these counts.	Max Tang	Website
1051	The gondola seems like an excellent idea that can decrease Little Cottonwood traffic while being greener than widening roads. Riding the bus is good but sitting in a jam packed bus with hundreds of other people for 2-3 hours on a Saturday evening is not fun. Why not just go over the avalanche terrain? Gondolas can move a lot of people fast with less people per vehicle than a bus.	John Davidson	Website
1052	I believe the gondola would be the best decision to balance environmental issues and ski experience. We need a progressive solution that will make the canyon better for everyone.	Andrew Odenwald	Website
1053	These are all bad ideas. I do like placing European style style coverings to help keep road open during snow. Expanding buses in these times along with adding a gondola is plain crazy.	Justin May-West	Website
1054	Save my crayons would never go for that.	Chris Poepping	Website
1055	Resident of SLC, family in Sandy. I support the gondola to minimize car traffic and environmental impact to the canyons over the long term. Additionally this would minimize delays and safety concerns due to winter road conditions/ avalanche related closures! The transit times don't account for this.	Rachel Brenner	Website
1056	Of the 3 options (bus service, dedicated bus lane, and gondola), I believe the gondola is the best. It will be most effective at removing traffic on the road, increasing road safety, and improving air quality. I also believe it is the most inviting option for mountain goers and will be used over buses by the public. Who wouldn't want to ride up a gondola!	Kathryn Carpenter	Website
1057	I support the gondola!	Dillon Wheelock	Website
1058	I support the idea of installing a gondola to bring skiers up the canyon. To me this is all around the best idea for reducing the amount of vehicles in the canyon. My family would ride the gondola all the time.	Lance Welker	Website
1059	Gondola would be my first choice. But would only handle day skiers and destination skiers going between Alta & Snowbird (very important). However, it does not solve the problem of overnight visitors. So while I see the gondola as vital, there still needs to be a Plan B down the line in the future to accommodate transporting out of town visitors from SLC to Alta & Snowbird.	Jeffrey Doppelt	Website
1060	I do like that the gondola is more environmentally friendly and would alleviate some of the road traffic, and help people travel during snow storms safely down the canyon. T	Erika Klenk	Website
1061	As a local to SLC, my preference is the gondola option, as it balances air quality concerns, motorized traffic, accidents and 4x4 considerations while providing greater access. If possible, I think that whatever option chosen should be free transportation. The cost of the current bus system is a major factor in how many people currently choose this option of transportation up LCC. Also, most other towns containing major ski resorts offer free bus transportation.	Beccah Chapman	Website
1062	I prefer alternative 2: enhanced buses plus road widening.	Brian Greeff	Website
1063	Very much in favor of the gondola with parking at the gondola base instead of in the valley with a bus service to the gondola base.	Sydney Garcia	Website
1064	I think the gondola would be the best option with the least amount of environmental impact. It would be the safest option in terms of roadway traffic considering weather. It will also be a nice and relaxing ride up the canyon, enjoying the scenery too. It has the passenger highest capacity and only a two minute wait is worth it.	Shannon Melchior	Website
1065	I like the wider roads and buses	Robert Erhardt	Website
1066	Hello, I live above Wasatch Blvd and South of Fort Union. We have 10 pass ski passes to Alta and go 5-6 times per season. A gondola would be a wonderful option for our area. This would be a safer alternative along with being not as noisy or polluted as buses. I highly recommend the gondola for skiers & outdoor enthusiasts. Riding a gondola would be fun for families who want to take their kids up to the resorts. Also, it would be a convenient way for older adults or the disabled to enjoy our canyons. Taking a bus is more difficult for many people in our community. I'm against any type of road expansion including the removal of homes to make the road wider. A wider road and more buses are not needed. The residents of Cottonwood Heights and others who enjoy the beautiful canyons like the look and feel of our area as it is. We sincerely hope you will consider the gondolas for our area. Thank you, Chris Coombs	Chris Coombs	Website
1067	Widening and enhancing bus/public trans options is the most practical/effective strategy long term. Gondola is impractical. Lane widening should be used for prioritized access for bus options and incentivize increased used while still giving people an option for private vehicle usage. This will strike the best balance.	Jason Beasley	Website
1068	Please PLEASE don't add a gondola to LCC. I don't think we should do anything that will damage to canyon, the environment, or it's amazing views just because of a traffic problem that happens in winter. No gondolas, no road widening, no ruining the canyon. There should be a TOLL for the canyon, along w better and enhanced bus schedules. Also, there should be a park and ride Bus stop on the SOUTH side of the road. There is already a parking lot there, this could be expanded and turned into a park and ride. (Last season was ridiculous w no bus pickup at the mouth of the canyon.) The money from the toll booth could help pay for road repairs and other maintenance. Let employees and residents get passes for the road for free, but the rest of the cars should pay a fee based on the number of cars already in the canyon. If it's not busy, the toll would be really cheap or free. If the canyon is packed, it'd be more expensive. Furthermore, if you have 5 people in the car or are clearly carpooling, you should get a steep discount. This would discourage people from driving in the canyon, would encourage carpooling and more bus riding. Adding more lanes would make the drive more dangerous, as people aren't safe driving in the canyon already. A gondola would be detrimental to the beauty of the canyon. Do the obvious thing that will make money for UDOT, be relatively easy to implement, and won't damage the canyon. Put in a toll booth!	Alexandria Cantrell	Website
1069	The gondola option just makes more sense. It would accommodate a growing population while reducing emissions in a sensitive environment. And that is important because of the high usage during inversion periods. It will be used. It also would be a great attraction in and of itself. So there would be an economic benefit as well.	Scott Hansen	Website
1070	Gondola is the only way to solve the long term issue anything else is a short term bandaid	Andrew Ray	Website
1071	Widening the road or adding bus service will not fix the congestion issue, unless significant parking garage infrastructure is conveniently placed at the bottom of each canyon. You must incentivize the convenience of alternative modes of transportation or all you will be doing is opening the canyon for additional vehicles and traffic by widening the road. Widening the road only gives the illusion of less traffic, when in reality you are increasing capacity with no parking plans at the resorts. This will increase congestion. I think the best option is a mix of additional parking structures, additional bus service and a gondola type service. I do not support widening the road.	Alexandra White	Website
1072	I am in favor of the gondola option. But it must be convenient for skiers to use, with all our equipment. So please consider a parking garage option at the gondola base. I'd use it regularly! I'm a season-pass Frequent skier.	Colleen Davidson	Website
1073	Gondola! Anything involving buses will not work. Locals aren't going to load up all their gear on a bus to go ski for a couple hours and tourist won't do it with their families on vacation either. However a gondola would be part of the experience and fun for people.	Mike Coyle	Website
1074	The gondola probably has the least environmental impact however I would like to know how the ticketing would be implemented. Would it be a public utility, owned by the state like the busses, and therefore affordable to (poor) locals / students - just like the busses are now? If the gondola's are privatized and merely encourage rich out-of-towners to use them, then I'd prefer we invest solely in improved bus service - and a generous public education campaign to USE the busses - perhaps forbidding private cars up the canyons at all (like they do in Aspen and elsewhere). The proposed "54 minute transit time" is hogwash.	Alexandra Karl	Website
1075	The gondola with a parking structure would create the greatest use of the system. This has already been effective in many other resort areas.	Mike Howard	Website
1076	I advocate for the option to improve the transit. The gondola would be quite an eye sore. Expanding the road and not allowing parking will be limited to recreators during non peak traffic (i.e climbing and backcountry skiing). Expanding the road would also infringe upon current outdoor recreation (i.e. bouldering and climbing access). A better public transit system with ample parking will encourage more users.	Luke O'Connor	Website
1077	I vote for the lcc gondola!	Gaby Kingery	Website
1078	Seems like the gondola makes sense from a financial standpoint both short and long term. It also provides a unique marketing feature. The gondola has my vote.	Ryan Pelo	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1079	We should know by now that widening the road will not solve the problem. Cars and traffic behave like a gas -- give them space and they will fill it. The solution to all of this traffic is either increasing bus services, adding a gondola, or a combination of the two.	Anna Schlehuber	Website
1080	The enhanced Bus system with road widening is the preferable, most timely & efficient option here. The gondola in it's current state has too many stops to be of value. However, rather than widening the road on both sides, I would suggest a center bus only lane that goes uphill only in the morning and downhill starting in the afternoon.	Scott Morham	Website
1081	In favor of the gondola! Best option!	Adrienne Martin	Website
1082	Build the Gondola!!	Kevin Kay	Website
1083	Skiing involves a lot of gear. It is really hard to load my family of six into a bus with all our gear. I live at the base and it's frustrating when Wasatch is locked up and I can't get home. A gondola sounds fun and enjoyable but it will only work with ample parking. I don't know the cost to build trains but the mountain trains in Europe are amazing. Are tunnels or a monorail a possibility? It just seems as though the three options offered are not really game changers.	Chris Lambert	Website
1084	I am local. And when I say that I live just off of Danish , just west of Wasatch. I am cottonwood heights. I am a life long skier of snowbird, and my family is and will be directly affected by all of these decisions so far I haven't heard of any good ones. The only traffic problem that I see is not during rush hour. It is strictly powder days. And udot does not in any suggestions help the local homeowners travel to and from their homes when the powder day traffic occurs. The best solution I have heard is a tunnel for ski traffic up Wasatch but knowing the price tag is high. I would like to see more sensitive toward our local neighborhoods that are paying these tax dollars and yet being pushed to the side. Parking garages, more buses, a tunnel, I don't know the best scenario but I do feel as though our great little city of CH is being pushed around and completely walked on. We want to stay small, we want to be taken care of and expanding a freeway like street into the middle of our neighborhood is not the way to do it. My vote is parking garages, tunnel, gondola, but keep our neighborhood and community still feeling like just that, a neighborhood. Not a freeway.	Alexandria Lambert	Website
1085	Gondola, limits, tube train, some type of ORDER AT THE BOTTOM OF THE CANYON WHEN ITS CLOSED. Theres like legit violent road rage incidents because of anarchist lineups along the roads.	Bradley Donalds	Website
1086	The only reasonable choice is to widen the road way. Wind and weather will too frequently stall or prohibit gondola operation. Utah deserves a predictable, and reliable improvement to sustain access to the canyon in the years to come. If we don't facilitate open access to our public resources, we don't deserve them. And our public lands shouldn't become something enjoyed only by the rich elite. Expanding the road allows all who like to come.	Ryan White	Website
1087	Gondola	Rebecka Winberg	Website
1088	Gondola would take the resort to another level.	Alex Zini	Website
1089	I believe we need better bus service with a designated bus lane.	Tom Kehl	Website
1090	We support the proposed gondola plan with the parking structure at the gondola pick up	Kristen Mickelson	Website
1091	The gondola proposal is the only one that makes sense. More traffic on the ground doesn't work. Bad weather will close the roads more easily than the gondola.	Craig Rosenman	Website
1092	Gondola with parking access.	Gil Wilcox	Website
1093	Widening the road with more busses and more stops early departure to the Mt. For a lift the parking would be costly or a bus system would be difficult arriving and leaving not to mention capacity for a lift.	Kurt Reichelt	Website
1094	I believe a gondola would provide a huge net benefit. The reduction of cars and their emissions in the canyon would be so beneficial.	David Fausz	Website
1095	I believe the Gondola option is by far the best. Adding this optional transportation method will not only reduce traffic but will also reduce accidents and other issues. Additionally, I believe that this method would be essential on days with roadway restrictions providing a safer way for people to access the mountain without making the trek is sketchy weather to the resorts. I also believe that this adds an additional source of revenue during summer months when tourists may use this gondola for scenic rides. Gondola is by far the best idea!	Collin Brown	Website
1096	thank you for the opportunity to share my thoughts. As a Utah resident my entire life, I have personally experienced the massive changes in Little & Big Cottonwood canyons. I am an avid hiker, snow skier and snow shoe person and enjoy these canyons year round. We need to do something as my concerns are that the over population of our canyons will lead to the degradation of the wildlife and environmental conditions that make Utah such a special place to live in. My strong recommendation is to go with the 1st option of the enhanced bus schedule and NOT widen the canyon road. Please feel free to reach out to me if you want or have any questions. Sincerely, Tony Coletti.	Tony Coletti	Website
1097	The Gondola is very attractive, but NOT if a bus ride is required prior to the gondola. The parking and Gondola need to be together. If I am to get on a bus, I prefer to ride it to the resort. I would also think about a gondola to BCC. When you get on the gondola, you have "arrived" at the ski area.	Gary Stolt	Website
1098	I favor the expanded bus service and roadway improvements. The travel time for patrons should be the driver in the decision. The additional capital cost are justified by the increased flexibility of the improvements As a lifelong Utah skier and mother of two young Utah skiers, I have watched in dismay as Little Cottonwood traffic has grown to unsafe and unsustainable levels.	CHRISTOPHER MULHERN	Website
1099	I support Alta's proposed modified version of the Gondola alternative. It is the only alternative that provides badly needed additional ingress/egress for the Town of Alta and is impacted less by weather conditions than the other alternatives. It is environmentally cleaner than vehicle options, will have less impact on our natural resources to implement and will provide a more comfortable, convenient and scenic trip than the other alternatives.	Kim Hofmann	Website
1100	Gondola, # 1. It seems travel time for the average visitors is a compelling consideration. Having said that, all are about the same. Then I look at cost to build and operate. Lastly overall environmental impact. Seemingly the gondola is best and that is my choice.	Craig Sturm	Website
1101	I like the gondola option. But, auto traffic must also be restricted in the canyons. I think more buses would be a good thing, too. The MOST	Leah Sanford	Website
1102	I like the gondola option. But, auto traffic must also be restricted in the canyons. I think more buses would be a good thing, too. The MOST important thing however, is to have greatly expanded facilities with larger lockers for skiers who use alternatives to driving their cars. I found it very difficult to manage my belongings without the option of leaving them in my car. Especially for switching from ski boots to snow boots: very few of the existing lockers accommodate my Sorels, and my backpack. So, whether expanded bus service, or gondola; expanding on-site services must be an absolute priority.	Leah Sanford	Email
1103	As a resident of Salt Lake City who travels to Europe and Asia monthly, I would urge the group to consider that there are better solutions to simply widening the roads. alternatives like the gondola proposed provide meaningful improvements to the experience	James Wright	Website
1104	The gondola option is fantastic! The more we can do to mitigate less vehicle traffic, the safer and cleaner our canyons become. Thank you!	Lori Flygare	Website
1105	Get rid of IKON and the problem is fixed. do not ruin the environment to "fix" a problem you caused. This was not a problem till you became sellouts.	Jack O'Donoghue	Website
1106	Any option which involves increased use of the roadway should not be adopted. We cannot expand 210 infinitely, but population can grow unchecked. We need a solution that addresses congestion, timeliness, ease of access, avalanche hazard, but above all SAFETY. Any solution that doesn't aim to get people off the road should not be accepted. Cars can't slide off the road if they aren't there in the first place. Environmentally, a gondola eliminates emissions for the canyon drive. A gondola is a superior option in literally every aspect, besides maybe cost. However it is not too far off. It's time UDOT, Utah, and Congress look to the future, stop enabling vehicle traffic, and build alternative transportation!! One change I would make is to have a parking structure at LCC parknride. For anyone travelling from Cottonwood Heights and south, why would they drive to the gravel pit and then go back the way they came? You need to make it simpler for people to make the right choice... When it comes down to it, people are lazy or just don't have the time for public transport. That's why we see so many people driving up by themselves.	Scott Chamberlin	Website
1107	More lanes are not the answer. Did y'all forget about the purpose of Mtn Accord?? What do we do in 30 years when the population doubles.. build more lanes?? We need a PROGRESSIVE solution, not a bandaid. Gondola all the way!!! People will flock to Utah just to experience our amazing progressive transportation!!	Scott Chamberlin	Website
1108	Don't we all agree that in an ideal world, there would be NO passenger vehicles in LCC? Let's take a step in the right direction please. Gondola for sure!	alexander wheeler	Website
1109	My vote is for road widening with bus specific lanes. Its unfortunate that it has come to this but I think for avy safety this will be the best option. Thank you for your hard work this last winter, it was quite the perfect storm.	Nick Mougey	Website
1110	Favor the gondola option. Keeps more cars out of the canyon, reduces risk of closure due weather or slides.	John Thomas	Website
1111	Where I do see the gondola being an attraction- itself, for families and tourist, I do not see myself using this (as a local) as often as the bus transport with additional widening of the road, for bus lanes being the fastest/most effective direct route to the resorts. The length of time to travel to the resort and back would not fit my needs. Yet, off setting those that are coming for the experience, so others can ski may be a fair option. Therefore, I am undecided, but if have to choose, my vote would be for #2- cost and efficiency. Then #3 and #1	Lynn Fuller	Website
1112	I am a frequent visitor to Salt Lake City during ski season. I support the alternative of a gondola to ease traffic congestion and facilitate access to the upper portions of Little Cottonwood Canyon even during inclement weather.	Michael Bernays	Website
1113	I support a modification to the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. this change will facilitate and encourage use of the gondola and allow more of its capacity to be used. having to get on a bus and THEN a gondals would seriously dissuade me, my friends, and my family from taking advantage of public transit.	Celeste Ingersoll	Website
1114	The intermodal plan is the only alternative. Without a mass transit solution(Gondola/Parking) the other solutions are ineffective. Any ground transport is a waste of effort. There are thousands of examples around the world. If we do not follow other countries solutions, we will fail once again.	Mark Mylar	Website
1115	Gondola with parking structure	Jeray Burgess	Website
1116	Thank you to all for their hard work and dedication to making this improvement as good as it can possibly be. my concern is around user experience vs. capital cost and life expectancy of project. as the world moves to a increasingly more efficient transportation systems, the most infrastructure leverage comes from widening the road to its maximum to increase capacity throughout the system. i recognize that it is \$77mm more expensive but as car efficiency increases (traffic assisted driving) and bus emissions drop due to hydrogen and battery, it'll be the best possible system for future needs. the gondola is a great idea and potentially a game changer for park city resort and DV over to the cottonwoods but may seem outdated in short order. also - 63 minutes in a box w/ strangers is a long time in ski gear. planes are a good proxy but still not the same as being suspended from a cable w/o a bathroom in the wilderness.	Haynes Gallagher	Website
1117	I would like to see the gondola implemented in Little Cottonwood Canyon. From the options offered, the gondola is the most promising for reducing traffic on the roads. Thank you!	Kacey Davis	Website
1118	I support Enhanced bus with Roadway Widening! Love Skiing and Recreating in Little Cottonwood Canyon.	John Hill	Website
1119	A GONDOLA is the only choice! The canyons don't need more congestion, i.e. buses and larger road ways for more vehicles. My family and I avoided skiing altogether on "pow" days and weekends the last few years because of the congestion. It has made our skiing experience not that much fun. And we all love to ski.	Molly Justice	Website
1120	I am a native Utahn and have skied Alta since I was a little boy. I have seen the development and growth that has stifled the canyon. Money and greed have turned a once-great local resource into an asset for the rich. I support the gondola idea because it will enhance our appreciation of the beauty of the canyon, but feel the rich will find a way to "pay the tax" to drive their own cars and circumnavigate the rules. Besides the "not in my back yard" lawsuits would tie up the project for years. The locals will once again bear the burden of this decision. I am against widening the road, this would only bring more visitors to an already burdened natural resource. I am in favor of a "cog-wheel train". Little Cottonwood used to be a pristine mountain valley, now it is filled with high rises hotels and homes for people who do not live here. I find myself frustrated that I am wasting my time writing this note because it will not make any difference. This decision will ultimately be made with money from outside our state. I guess all natural resources are at the expense of the highest bidder. Alta has become a meeting place for seniors to gather with old friends, I see that era coming to an end. I feel sorry for the "three pinners" and those of us who just wanted to go up the mountain for a few hours of skiing. It appears that a few hours will turn into an all-day affair. My solution would be to outlaw all private cars in the canyon. The canyon roads could only be used by service, food, or emergency personal. All guests regardless of "economic class" would have to transport via Cogwheel train. Assess all out of state skiers a \$100.00 per adult and \$50.00 per child yearly Utah skiing or train pass that covers the use of all canyons. This fee goes on top of their ticket passes. Purchase the old Shopco store and covert it into a multiple parking center train station. Maybe at some future time, there could be a connector with the dysfunctional Trax system. The tracks could run up the center of the road until it entered the canyon and then run along suspended tracks away from avalanche debris fields. I would like to see someone other than UDOT design the project, after living through the numerous UDOT renovations on 1-15 and a never-ending debacle of freeway of ramp rebuilds since the Olympic games. I do not trust their vision, they seem to never be able to complete anything.	Laney Nelson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1121	As a resident in Provo who skis LCC everyweekend, I think widening the road to the future parking lot is key. Then do the gondola from the base. Sufficient parking is the key.	Kavan Hess	Website
1122	Thank you for taking this problem on! I feel enhanced bus service with road widening would be best. Thank you	Steve Nickman	Website
1123	We live in the canyon (Wildcreek Rd) and have had to deal with the winter traffic firsthand. It's been frustrating, and we manage our inconvenience with the fact that we live in the most beautiful canyon in Utah! I believe widening the road to allow more cars to pass through is doing a great disservice to one of our most precious natural beauties! The environmental impact is not worth the mitigation results. If all snowbird and Alta employees were required to park at the gravel parking lot and take busses, tolls were in place to motivate people to carpool or take the busses, and the road was covered the primary avalanche areas, this problem would be solved. It would be better for the watershed, environmental impact and MUCH less expensive! Win, win, win!	Trina Sheranian	Website
1124	I support the proposal for a gondola"... *but please include a parking lot where one would enter the gondola at the base of the mountain(s).... make it convenient for people to drive, park, and take a gondola from where they park their car.	Jill Riley	Website
1125	I support the Gondola option, both for its minimal environmental impact and the year round ability to enjoy the experience of seeing the canyon from up high.	JOEL WALLIN	Website
1126	Gondola is my vote	Jared Holindrake	Website
1127	I would like to comment against the gondola proposal, and in support of the enhanced bus with roadway widening proposal. The gondola proposal is inadequate to the needs of a larger number, perhaps a plurality of year-round canyon recreationalists. While a gondola as designed would help move skier traffic to and from the resorts on days where storms would otherwise snarl road traffic, they would not serve those using the trailheads identified in other documents (Gate Buttriss, Bridge, Lisa Falls, Tanner's, White Pine). Backcountry skiing continues to explode in popularity, while rock climbers fill every space in the Gate parking lot most days of the spring, summer and fall. A gondola would do nothing for these populations and furthermore would add a major visual impediment to recreationalists in the canyon. The enhanced bus proposal with roadway widening seems the wisest course of action. I have stopped using the UTA buses during the past two winters due to two problems: lack of parking at the pickup spots, and negative experiences being stuck in traffic on the bus with no place to sit for an hour or even two hours at a time. The mobility centers as described seem to alleviate the first problem, and the roadway widening with dedicated bus lanes the latter. However, my concern above about parking for backcountry skiing, rock climbing, and other recreation remains. The Alternative A parking for the Gate, Bridge, Lisa Falls, and White Pine zones seems best to me: more parking, bathrooms, and fewer cars on the side of the road all seem wise. However, can these Alternative A lots be accomplished while still adding additional bus-only lanes? I hope so. In summary: please do not underestimate the needs of canyon users outside of the Alta and Snowbird ski areas.	Mark Davenport	Website
1128	My vote is Gondola. There is less potential for slow downs due to road hazards and the environmental hazards (e.g. leaking oil into the watershed, gas, etc.) appears less possible to me.	Travis Morrison	Website
1129	I believe the Gondola and bus with priority lane are the only alternatives that will have a chance of improving congestion in the canyon. I prefer the Gondola option as it will be the least impactful environmentally to the canyon and the most likely to get used. I would like you to further investigate options to provide parking at the base of the gondola instead of requiring a bus transit from the gravel pit hub.	Cris Barbero	Website
1130	I like the Enhanced bus service with roadway widening. But a few comments: - a bike lane should still be preserved during the winter time. Will the bus lane take up all the dedicated bike lane? - the bus should make stops at popular backcountry destinations. Perhaps there could be a backcountry dedicated bus (i.e. stopping more frequently and thus slower)? - roadway widening should take extreme measures to ensure no water quality issues and protect world-class bouldering rocks near the road. I fear more information is need on the total implications of widen the roadway. - improvements should include a toll for SOVs to recoup some money. Carpoolers should get in free to incentivize. - perhaps a trail (paved or non paved) adjacent to the creek could be built at this time. Much like the quarry trail all the way to snowbird and Alta. Imagine biking on a trail from the mouth of the canyon to your destination on a trail! - lastly, as you know, riding the bus needs to be more convenient than driving. What are we doing to disincentive cars (i.e. make it a hassle)? Are there more options thus route? Tolls, education, etc.? This needs to be a comprehensive effort.	Brian Tonetti	Website
1131	I live in the Atlas Hills above Wasatch Blvd. I like the tram system proposal. I also think the bus lane is a good idea. I would absolutely love it if a bike lane was added on Wasatch Blvd between Big and Little Cottonwood Canyon. If that bike lane continued up both canyons then even better (and safer). Thank you for your efforts to reduce traffic congestion and improve our great community.	David Schmutz	Website
1132	Enhanced bus service makes the most sense here, with a widening of Wasatch Blvd, and priority lane for public transit. This, along with parking and other incentive to carpool could clean up the traffic flow without the costly eyesore of a gondola.	Robert Stinogle	Website
1133	As a climber, skier and outdoors person, I want to make sure that the access of the back country is still available to the residents of SLC area. So many of us depend on this for our mental health and prioritize our lives around being in nature with our loved ones. It seems like regular scheduled buses would be the most simple solution. As a Alta/Snowbird season pass holder with a family, I've tried to take the bus several time. But it was completely full every time we tried. Maybe increasing the amount of canyon buses would be good during the mornings afternoons when traffic is the highest. Also, having dedicated Alta or Snowbird buses would be nice. Just to stay more efficient during peak hours.	Casey Hyer	Website
1134	I think the gondola would be a great option because it is carbon neutral and doesn't require us to carve out more of our beautiful mountains to create space for a road. I am concerned about the impact on nature that would come from expanding the road. The gondola is also the safest option on very snowy days when the LCC roads are very slick. I hope you closely consider this option!!	Haley Dees	Website
1135	Enhanced bus service is the way to go! Make them EV buses, so they are emission free. Gondola is a ridiculous idea - costly, environmentally destructive (not much different than building a high voltage transmission line -- costly, highly destructive to natural resources, and an aesthetic bight. How would people feel about a T-Line destroying the beauty of the canyon - it's ludicrous. Gondola is same thing). Road widening is simply "kicking the can down the road" and encouraging single use POV's and exacerbating the problem. Thanks for taking my comments!	John Stamatov	Website
1136	Definitely do the gondola It's the only real option to help alleviate the existing road problems I am in LCC every year as I have a timeshare at Iron Blossom. I support the bus service with added lane as it reduces travel time the most. Travel time is the basis that most people use to make their transportation decisions.	William Hybsa	Website
1137	I have concerns that gondola towers could be damaged in a large avalanche. The gondola is a very poor idea if people are required to take a bus to it. That costs additional time. Few people will use that gondola unless they can drive to its base station. That would mean building a large enough parking structure at the base of LCC.	Anthony Crocker	Website
1138	Whatever you do it should be hi-speed, not some slow-poke gondola, bus or tram. Use the latest technology.	Scott Kennedy	Website
1139	I would prefer a gondola for numerous reasons. Firstly, during storms, it would be more effective to transport people without having to deal with winter driving and avalanche hazards. Secondly, it would limit using the road all together because it would only be a matter of time before the extra bus lane isn't enough as well. Having the gondola seems like a good long term step, extra busses can be added later once even the gondola is not enough. Lastly, I think people would choose to ride the gondola over busses and cars because it would be a more comfortable and scenic journey.	Otto Lang	Website
1140	A gondola is not a practical idea and very few will use it: 1. It's too slow 2. There won't be enough parking at the bottom station, hence you need to take the bus to the station. Do you have to get all your ski gear from the car to the bus, then from the bus to the gondola. At both points you have to wait for boarding. 3. We have many high wind days where the gondola won't run. I am from Europe, and have been taking public transportation all my life. I ski every day during the season and live between LCC and BCC on Wasatch. The only way you can entice people to use public transportation is if it's faster than using a car. So bus service needs to be increased and a separate bus lane installed as outlined in option 2. HOWEVER, widening Wasatch is going completely against all logic. More lanes will mean more traffic, especially commuting traffic. Slowing down traffic is the correct solution, as it is the case on Wasatch in Sandy. Thank you.	Marrian Klokah	Website
1141	The gondola, if working and with a base station parking lot, would get SLC skiers up on a "powder snow day" real easily. It may solve overcrowding in the Goldminer's parking lot but would fill the mountain over-abundantly on snow days when the highway closures otherwise would prevent skiers from coming up. That would be a sad outcome for those from more distant locations who are already staying at the Alta lodges/ condos.	John J Gleysteen	Website
1142	I live off of Wasatch Blvd between the canyons and this present another layer of safe issues and complexity. I'm a skier that hates to be in traffic BUT I also have a near impossible time even getting out of my neighborhood on powder days because of the traffic in the morning. THEN in the afternoon the road is packed with traffic coming down from LCC all going 60+ MPH. this is a huge safety problem. Please don't widen the road without reducing the speed limit to 40 or lower on Wasatch.. and build in more stop lights so we can get out of the neighbors and return safely!	Dain Craig	Website
1143	Thank you for proposing these alternative! Based on 23 years experience of traveling the canyon, enhanced bus service is not a viable alternative without dedicated bus only lanes in the canyon. There has never been enough incentive to ride the bus and there will not be an incentive until buses can move more freely than the automobile traffic in the canyon. Until there is sufficient motivation to change our behavior, our behavior will not change.	Stephen Helffenbein	Website
1144	The gondola appears to be the best option from the standpoint of improving transportation of visitors up and down the canyon, safety during periods of high avalanche danger and mitigating the environmental impacts of vehicular traffic. Let's make it happen! I like the idea of a parking lot for bus and a parking lot for gondola. Having to take a bus to the gondola station would be difficult - carrying skis and boots to transfer twice rather than once. Two transfers would discourage people, especially families with kids who can't carry their own stuff	Julie Fox	Website
1145	The Little/Big Cottonwood Canyon transportation issue is not an easy one to solve. I think the gondola option by far makes the most sense on multiple fronts. 1) Cost - the upfront capital cost is cheaper than widening the road and adding avalanche sheds, and is competitive with the cost of simply adding more bus service up the canyon. 2) Environment - reducing the number of vehicles up the canyon, and not widening the road are both significant environmental positives for the gondola option. The ground disruption of a gondola is far smaller than the addition of an entire lane to the canyon road and avalanche sheds. 3) Safety - avalanches cause road closures and trap people at the top of the canyon. There are often avalanches in areas where avalanche sheds are not proposed. A gondola would provide uninterrupted travel up and down the canyon, keeping people out of the path of avalanches and allowing them exit the canyon despite inclement weather. My primary concern of any canyon transportation solution is the cost of use for people in the valley. For a family to afford skiing you already have to be creative on purchasing used equipment and children working side jobs to pay for a pass. Adding \$15/person to get up and down the canyon each time makes the experience unobtainable for most.	Craig Jeppson	Website
1146	After reviewing the proposal, I personally feel that the "Gondola" option makes the most sense both monetarily and environmentally. It will aid it the parking situation as well. Limiting the road access to buses, shuttles, and supply transport, & employees possibly with a permit system for access and parking would cut the volume of traffic and create a safer passage. I think that it also offer a unique attraction to the area with it's beautiful views. To be able to relax both at the start and end your ski day instead of frustration being stuck in traffic on the road for hours seems to be a no brainer to me. Thank you for giving me the opportunity to have an opinion in shaping an area that is close to my heart.	Jacinda Isabay	Website
1147	Did the report look at simply starting to charge people to drive up the canyon via some toll mechanism? With a particular emphasis on charging people more if they were alone? I can't help but wonder if these are expensive solutions and it could be more easily solved by pushing more people to carpool.	Jeremy Noring	Website
1148	I like the idea of the gondola best, but would prefer to see an option where parking is at the base of the gondola, not a bus ride away. Also, and importantly, since the timeframe of getting up the canyon is longer, I think it would be critical for gondola ridership to have extended operating hours to take advantage of getting first tracks and still be able to enjoy an apres ski community after the lifts close. Gondola running very early in the morning to very late at night would be super important. The gondola option seems to be the most environmentally friendly as well. Can it use partial hydro power from the hydro plant at the bottom of the canyon? Will the gondolas be heated?	Eric Zann	Website
1149	In the Trailheads section, a Gate lot is detailed at 21 parking spots. This seems especially limited to service all climbing areas between Grist Mill and Bridge lots. There is significant usage of the roadside pullouts for bouldering access in addition to the current size of the gravel lot - I'd think peak season evenings have 25-50 cars for these areas (All the Gate lease roped climbing, plus 5 Mile, Riverside, Gate, The Hill, The Swamp, and Far Side bouldering) in addition to the many day hikers exploring the creek area. This lot is also on private property leased by the Salt Lake Climber's Alliance. If the lot is of limited size, summer bus times and a drop off at this location would need to be considered. This canyon is used and loved as much during the summer as the winter.	Brent Barghahn	Website
1150	I support a modified version of the gondola proposal. I believe that the gondola proposal will have less of an impact on the environment than the other options. The gondolas will also provide safe service to the resorts during inclement weather. Riding in the gondolas would be scenic and enjoyable. I would suggest putting a parking structure at the base of the gondolas for convenience, to save time, and to increase usage. Our beautiful canyons are one of the reasons that living in Northern Utah is so wonderful. Thank you for investigating options to keep our canyons safe and accessible!	David Owen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1151	No matter which solution you pick you have a parking problem, whether at the resorts or at the base of the gondola. Can the resorts handle all the people that might want to go? I am not so sure they can. I would recommend that a reservation system be used and that way you can control the number of cars and/or people. I play racquetball and there are only so many courts, so we have to make a reservation. That is what one does when the resources are fewer than the demand.	Hartley Fredrickson	Website
1152	Please do not widen LCCI Gondola and enhanced bus service will significantly decrease the traffic and environmental impact on the canyon!	Michael Moody	Website
1153	I strongly support the alternative outlined by Alta. A gondola in combination with additional parking would be outstanding for reducing congestion in the canyon and making access less weather dependent.	Tom Stockham	Website
1154	I believe the combinations of avalanche tunnels, widening the roads, additional parking at the mouth of the canyon and more designated (ie canyon only) buses would do it.	Thomas Lindsay	Website
1155	NO GONDOLA. It looks like the gondola would be going over prime climbing areas, impeding on their views and solitude. I would like to see more buses, and the prioritizing of buses going up canyon. As a person who works up canyon as well, I dont see how the gondola would help with that over buses. As a backcountry skier, again, would not like to have to look at a huge gondola traversing over beautiful habitat. With the harsh conditions of the canyons, it also seems not possible to run a gondola through it all. Please do not build a gondola as a person who has worked and lived for about 5 years in and around Little Cottonwood.	Chanont Alvord	Website
1156	Why no Gondola you ask? Have you ever been on a broken lift? Have you ever been downloaded from a lift? Have you seen lifts closed for weather? Let's get Elon Musk and his Boring Company to build us an underground train or highway up the canyon! No snow underground & it doesn't effect the views, if he can build a tunnel, he can build underground parking too!	Evan Tobin	Website
1157	I love the idea of a gondola, but you need parking access at the gondola and gondola bus access from the Highland Blvd side else you're discouraging huge portions of the people who would want to use the gondola. Parking/Access passholders for driving up the canyon could be an interesting combo with "required" bus access. Residents and employees could have personal vehicle passes while everyone else is required to ride a bus.	Brenton Williamson	Website
1158	I am in favor of putting in a gondola or tram system of some kind to alleviate traffic congestion. I understand the geography of LCC make this difficult. Having more buses is also an option but I feel people would be more motivated with gondola's or a tram system. Also, where are people going to park with new public transportation options?	Jeremy Footer	Website
1159	I would support the modified gondola plan, or a light rail alternative taking vehicles out of the canyon and enhancing clean alternatives would be the best option.	Ryan McMullin	Website
1160	My husband and I have been driving this canyon for many years. We want to offer a suggestion which we first experienced in the Seattle area freeway system. They took the middle lane of the road and switched road traffic direction depending on the time of day for the rush hour traffic. So picture three lanes up the whole canyon road. In the am two lanes are open to uphill traffic. In the evening the gate is switched and changed to two lanes down the canyon for people leaving. It was a system that worked very well on Interstate 5 in Seattle and I think a viable option for Hwy 210. If you would like to discuss this idea in more detail please feel free to give me a call. This could be a more economical way to take care of a very big problem. Thanks for your time.	Cindy Wilson	Website
1161	Of all the alternatives, I think that the Enhanced Bus with roadway widening would be the best option. I also think that avalanche shelters over the road would be beneficial as well. I don't think that people will elect to use the gondola if there's no parking at the base of the gondola. Having to do interchanges from one transit system to another, I think, will greatly discourage people from using it. In addition, not everyone will want to go to the same location. With a gondola, it is inflexible about where people are transported to, and not everyone who rides it will want to go to Alta/Snowbird. With a bus, you could theoretically have bus stops at locations that backcountry skiers and hikers would use, like White Pine and Spruces. I think that the roadway widening with a dedicated lane would be a great asset in the summer as well allowing bicyclists and hikers to travel the canyon without worrying about car traffic.	Felix Leung	Website
1162	Thank you for giving us all a chance to comment on these plans. Here are my concerns: - none of the options seem to allow for stops anywhere other than Snowbird and Alta, so how do any of these solutions work for someone who is going out adventuring in any of the places between the mouth of the canyon and the ski resorts? - I see that tolling options are mentioned on the plans, I'm guessing that's for cars that still want to drive up? If so, will that toll both be open 24/7 for those of us who hunt, hike, climb, and ski, starting well before sun-up? - You have a huge parking structure in the place where the gravel pit is, but I'd rather not have to take 2 forms of transport and I think more folks would be likely to use the public transport if it was a simple "park and ride" setup rather than "park, ride, transfer, ride"	Kate Galliett	Website
1163	UDOT, I appreciate the opportunity to provide feedback on the proposed environmental impact statement for transportation proposals on SR-210 LCC. 1) I would support the Gondola option ONLY IF the proposal included a parking structure at the base of the gondola at the mouth of LCC. Having mobility hubs is not a viable option for myself and I would not use the mobility hub. I have a family of small children and it is too cumbersome to haul all their gear from a bus to a gondola to the hill. I am much more likely to continue to drive if that were the case. 2) I would support enhanced bus with roadway widening ONLY IF UDOT were able to allow peak flow lane direction changes (similar to 5400 South in Taylorsville but WITHOUT the hideous signage. Who's dumb idea was that?). Movable roadway barriers and entry gates would be challenging with the snow, but there are other ways to do it that could make sense. Dedicated paths for travelers UP to Snowbird or Alta, dedicated lanes DOWN for SR 209 or Wasatch SR-210 are some other ideas. Thank you,	Kimball High	Email
1164	As a regular user of Little Cottonwood Canyon, skiing in the winter and hiking in the summer, I strongly support the addition of a gondola in the canyon with a great deal of parking available at the base of the canyon. With better roads and busing along with more parking at the resorts the addition of gondola service would help to make our canyon a model for the world and create a much better experience for all of us! I was disappointed to hear they had removed the idea of adding train service up the canyon. That model has worked well in Europe and while initial cost is certainly high it probably offers the best long term solution to the problem. Ultimately, better roads, more parking, more buses, a gondola and a train may all be needed for both the crowds and the environment!	CHARLES HANSEL	Website
1165	How about reducing numbers by eliminating the Ikon pass and capping the number of skiers each day (see Powder Mt.).	Garth Barrett	Website
1166	Please choose the gondola option coupled with a toll for cars.	Mark Parkinson	Website
1167	I am not a UT resident, but I do visit Alta/Snowbird each year. I like the idea of having a gondola replace bus service up and down the valley. As an out-of-state visitor, I often drive a rental car to base of the valley and take a bus the rest of the way. It would be nice to have sufficient parking at the gondola base station to allow visitors like me to park next to the gondola rather than having to part in a remote lot, take a shuttle bus to the gondola station, and then ride the gondola. A gondola would also make me more likely to visit in the summer months!	Kyle Fennell	Website
1168	Gondola! Environmentally responsible, responsible and able to transport large numbers of travelers and locals alike. Scenic tickets could be sold.	Kathryn Josephs	Website
1169	Buses aren't necessarily family friendly. I am in favor of a gondola, considerations that would need to be included are: parking, road still available? will it cost money to take it up? It costing money would defeat the purpose. People would just drive up road should be widen anyways	Sophia Ochoa	Website
1170	Widen the road. It's a win win for traffic and increases safety by a large margin for the massive amount of bikers that use the road in the summer.	Matt McClung	Website
1171	Hi, Before I can comment on the 3 alternatives I need some more information about the proposals and also how it interacts with Big Cottonwood access. My current situation My friends and myself stay at Midvale near Midvale Fort Union station for about 2 weeks each winter and catch the UTA snow bus to the 4 resorts in the 2 Cottonwood Canyons. On the return journey from Alta if we just miss a 953 we will catch the 994 to Sandy and then the Trax to Midvale Fort Union My Questions about the 3 proposals are 1. Does the proposed Mobility Hub at 9400 South/Highland Drive Park and Ride mean that there will be no stop at Midvale Fort Union Station? 2. If there will still be a stop at Midvale Fort Union will it be before or after 9400 South/Highland Drive Park and Ride? 3. Will the proposed mobility hub at 9400 South/Highland Drive Park and Ride affect the Ski Bus to Brighton & Solitude? If so how? 4. I have found the capital and operating cost forecasts but I cannot find the forecast fares for the three alternatives. Could you please provide some indication of the level and differences in likely fares for the three alternatives. 5. How do you expect travel with the Ski Super Pass will be affected by the three proposals? 6. How do you expect travel with the Ikon Ski Pass will be affected by the three proposals? I look forward to your response to better understand the effect of the proposals and so I can make a more informed comment Regards, David Walsh	David Walsh	Email
1172	I love the idea of improving our canyon traffic congestion. I would like to see a train option involved in the plan. I would imagine a train would be on the same level of complexity as a gondola, but allow greater potential in the future for this issue to not be revisited in another 10 years.	Nicholas Schumacher	Website
1173	I don't see the bus as a solution due to the SARS-2 pandemic which will be ongoing along with influenza - at least for the next few years. Plus it will create long lines at the bus boarding locations, as well as at the proposed trams. Of the three proposals the bus plus widening the lanes seems most helpful but probably results in the same amount of, or an increase in private vehicle usage. While I road the bus system to ski both Cottonwoods last and previous seasons, as well as using my own vehicle, I would probably avoid the bus during the next few seasons as much as possible. I think you face a very difficult problem given the congestion. It is to the point where it seems access has to be limited (capped) such as at Deer Valley (recognizing of course that the Cottonwoods are used by others than those going to the "established" ski areas. On Powder Days and weekends the Cottonwoods are overcapacity (in my opinion) and I (we) have on numerous occasions simply turned around upon finally reaching the intended ski area due to the great crush of vehicles and people. I don't think any of the three proposals will solve the overcrowding and transportation "crush" as people come from all over the World to ski the Cottonwoods - only limiting access somehow will, which many would certainly oppose.	Richard H	Website
1174	Given the comparative cost/benefit ratios: option one seems like a poor choice compared with options 2 and 3. Option 3 may be a non-starter if the gravel yard parking lot is the starting point. There needs to be a significant parking option at the base of Little Cottonwood Canyon in order for this to work well. Finally, given that the average income level for an out of state skier is over \$300,000 per year and that of a local skier is over \$100,000 per year, a significant part of the cost could be offset by a lift ticket/season pass surcharge added over a 15-30 year time period.	Osman Sanyer	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	I do not think any of the options are practical, efficient or a good investment. Bus service is inherently inefficient as demand varies based on weekday vs weekends, snow quality/ days with big snowfalls and holidays. What is required to move people on a big snow day over Christmas or Presidents weekend far exceeds what is needed during the week in early January when there are few tourists. So far UTA has never provided more service during busy periods and as a result when snow conditions are poor or it is not busy buses are driving up the canyon with few passengers, a waste of money. Riding the bus on a snowy day when the canyon closed at 5:30 AM, not opening until 8:30 or 9:00 is not pleasant. Buses have not gone up the canyon meaning that buses are not returning to the park & rides to pick up skiers / riders. So lets for this example say I got on the bus at 7:45 AM, standing as there are only about 25 seats. So I stand for over an hour with skis in hand as there are no corral/s or racks on the outside to hold skis while the bus sits at 3000E on 9400 S. waiting for traffic to start moving. We arrive at Alta after another hour getting up the canyon. 2 hr and 15 minutes after getting on the bus. Now of course one of the issues with the bus is after boarding you are pretty much trapped as if you get off no buses will be coming back down to pick you up to get back to the P&R because the buses are all stuck. God help you if you need to use restroom facilities. Even worse is if you are skiing and the road closes at 1:30 for control work and does not get open until late afternoon or God help you interlodge is called you are stuck waiting for buses that can't get to you, that is one long day. Bus lanes while worthwhile will make no difference on a snowy day when nothing is moving.		
1175	As far as the gondola is concerned that is a terrible investment, \$400 million dollars to fix a problem that occurs on maybe 20 days per ski season. We ski up LCC almost everyday and with the exception of the three day interlodge in February we had an issue about 10 days. Sure some days are busy and slow going but is it any worse than being on I-15 on a snowy day with accidents turning a commute into a two hour ride. The Salt Lake valley is facing huge transportation issues as it quickly grows. I-15 is a parking lot both directions twice a day. The intersection of I-15 & I-80 averages 240,000 vehicles each and every day. Spending \$400 million for a couple or few thousand cars during the winter makes no sense. UTA / UDOT has plenty of more pressing projects that can use taxpayer money. Lastly this amount of money to help essentially two private companies so they can sell more lift tickets borders on insanity. The issue with the gondola is that it is projected to take 63 minutes from the ""hub"" to arrival at the ski resorts. This number is under perfect conditions, ie not having to wait for a shuttle bus and walking on to the gondola. If I arrive at the hub just as a bus leaves that will add 10 minutes to the transit time. If I get off the bus and there are people waiting to load that will also add to the time. With 35 people per cabin having just 150 people waiting would add another 10 minutes to the commute. Not 63 minutes but an hour and a half. The capacity of 1050 per hour is woefully low when you have thousands of skiers most wanting to arrive at the resorts between 8:30 and 10:30. I understand that this is not meant to replace all vehicle traffic but if it is going to take 60 minutes plus when I can drive from 9400 S in less than half the time on 90% of the ski days why would I do it. The LCC resorts better be careful what they wish for. Make the commute expensive by charging tolls or inconvenient by doubling the transit time and they might find out that skiers have other options. Lastly the projection of skiers doubling by 2050 is ridiculous. While the number of people wanting to ski may double but there is not nearly enough terrain at SB & Alta to support a big increase in volume. Currently when the parking lots are full that becomes the ski area capacity. On those days the crowds are terrible, lift lines are long and honestly the crowded slopes are dangerous. There is not enough room to increase capacity 20% much less 100%.	Michael Belt	Website
1176	I support the Gondola Alternative as Modified by the Alta Ski Resort to add a parking structure at the lowest station on the gondola. Without such a parking structure, the added bus time would attract very few people.	Allen Jones	Website
1177	Hi : We are wondering about some details of the gondola alternative . - Where will the Alta station be located ? - Will there still be some transit to move within the Canyon ? For example if someone took the gondola and wanted to go to White Pine or Grizzly to backcountry? - We live in Alta, will private vehicles still be allowed ? - Any chance of a parking structure for the gondola at the base of LCC? Thanks	Dan Colangelo	Email
1178	Rail is a good option to be added, why not take a serious approach so to include rail.	Michel Reznik	Website
1179	I'd also like to propose transportation via train up the canyon as an effective alternative to those mentioned here.	Campbell McGavin	Website
1180	While the Enhanced Bus option is the most cost-effective in the short-term, the roadway widening makes the most sense for the long-term. Passenger capacity could be scaled up in future years with more buses, both on the express breakdown lane and regular lane (if need be). This model is similar to what NYC commuters use in NJ and the greatly reduced travel time and stop-and-go aggravation are very effective incentives that ensure high participation rates. Although the gondola sounds sexy from a tourism marketing perspective, it very likely would have major cost overruns, would not be scalable (unlike buses), and lead to long lift lines that discourage usage. Its major unique advantage is reduced impact by road closures, but since that occurs only a handful of times per year the huge cost would be better spent making some road infrastructure changes (e.g. tunnels or overpasses at specific avalanche-prone spots) that benefit bus, car, delivery and emergency vehicles in both directions.	Edmund Gish	Website
1181	For people to use the transit option it has to be convenient and provide a quicker option to get up the canyon compared to a car. 1) For the enhanced bus with no additional roadway capacity. The bus will fight the same traffic as a car and will be as slow going up the canyon. This will discourage ridership. 2) The gondola option requires the transit rider to load/unload twice going up the canyon which is very inconvenient especially for a family with smaller kids. This will discourage ridership. However if the mobility hub could be moved to the mouth of LCC this would be a the most viable alternative. 3) The enhanced bus with roadway widening is the only alternative that will provide a quick and convenient transit alternative that will encourage ridership.	Jan Franzen	Website
1182	Totally support expanding busing services or adding a gondola to reduce the congestion - a challenge with using public transportation is managing the amount of equipment, clothing layers, etc. needed for skiing and snowboarding - the number of lockers currently available that are of adequate size/shape for ski/snowboard gear is inadequate in relation to the number of people needed to use public transport to truly make a difference - Are options being looked at to support the need for lockers? This would greatly reduce the challenges and promote the use of public transportation instead of driving. Thanks!	Geoffrey Harding	Website
1183	Gondola!	Neah Bois	Website
1184	I travel to the Canyon at all times of the year mostly to ski over 70 days of the winter. Discussions concerning transportation in the canyon have been ongoing for years. I appreciate all the work required to provide the proposals for input. I drive to the canyon for one reason. Convenience and speed. Buses, even with designated lanes are not efficient. The trip just takes too long. The best solution considered is the gondola. Parking and bus transit from a Quarry lot is also inefficient. A underground parking structure must be built at the mouth of the canyon with convenient access to the gondola. Serious consideration should be given to the cost to users. Can the gondola be free? free with a pass as UTA is?	David Kambic	Website
1185	I agree we need more than more buses and wider roads. I trust that a gondola will increase uphill capacity and decrease pollution. Definitely need a parking structure at the bottom! Also need to charge drivers a toll to drive up the canyon. Or close the road to all but residents and employees.	Jay Hansen	Website
1186	If we could park our car somewhere at the base and get straight onto the gondola our family would definitely use the gondola. If we would have to get on a bus to get to the gondola we would definitely take our car up to Alta instead. We have never taken the bus and are not planning to do so in future.	Thomas Witt	Website
1187	I live at XX Daneborg Drive, just 3 houses to the west of Wasatch Blvd. I am in favor of widening 210 ONLY to support a dedicated bus lane (with buses that would run every 10-15 min) AND which would facilitate easier access onto Wasatch from Daneborg Drive (which is improperly used as a through street and is nearly impossible to get onto 210 when traffic is backed up). I am NOT in favor of widening Wasatch Blvd to increase car traffic flow on 210. I am also in favor of the gondola option but only if parking facilities are significantly increased (with bus service) from the mouths of Little and Big Cottonwood canyons, as well as the parking lot where 3500E hits 210. I am also in favor of requiring non-homeowners of Salt Lake County (or any rental car) be required to pay an added parking fee or even restrict those cars to having to use bus service up the canyons (this would require local homeowners the need to get a sticker for their cars to allow them up into the canyon, would generate revenue to pay for bus/gondola service, and could be limited to certain days/weekends). I am vehemently opposed to any road work on 210 that reduces property values for the homeowners who have invested so much in their homes living close to 210.	Gery Vanderviet	Website
1188	The gondola makes the most sense and apparently causes the smallest environmental impact. Plus, it sounds fun and reminds me of ski towns in the EU. Please consider the gondola option.	Emily Allen	Website
1189	You are doing this for why nothing is going to change less talk more action doing something anything is better then let's have another meeting and talk about	D T	Website
1190	I think a gondola is the only truly environmentally responsible solution to canyon traffic. Its have a much lower impact on the environment than putting more cars and buses on the road.	James McCormick	Website
1191	Please add a gondola to Little Cottonwood Canyon with a parking lot at the base of the gondola. This will lead to better air quality in the canyon with ease of use of the gondola.	Lauren Florence	Website
1192	Large 8-10 passenger gondola up LCC like they use between villages in Europe! Great summertime trip for tourist (limited hours to save money). Keep road for local, business and permit drivers. Let the ski resorts manage their own bus pick ups. Gondola makes sense given the avie danger to road, congestion etc.	Jim Clarke	Website
1193	Gondola	Donnie Ozenne	Website
1194	Please consider having a fee station at the mouth similar to Millcreek immediately. A season ski pass could be used as toll. Next develop more car parking at bus transit stations along Wasatch Blvd. Use the gravel pit as a parking area and bus station. Use e-buses like Park City. This service should be free all year. Think about adding a snow shed in the most critical area soon. Do not expand the road or add parking along it. Finally build the Gondola, sooner than 2050. This should be done in the next 10 years. Get some European help; it works there. Nice to have include senior passes for travel, individual vehicle passes for canyon property owners, employee passes for those working in the canyon, enforce non-compliance with hefty fines, Doug	Douglas Dickey	Website
1195	Please do not widen the road! There is still a major issue of parking at the resorts and widening the road would not help! I love the idea of a high speed gondola. If it is electric, easy to use and free/affordable it would be the best, cheapest and most environmentally friendly option. I also agree that no matter what traffic should be tolled in some way. Most other canyons with public access along the Wasatch have fee stations. And the cottonwoods should be no exception!	Isabelle Powell	Website
1196	I would vote for the Gondola alternative. Only option that offers a transit option up canyon during avalanche periods.	Matthew Caron	Website
1197	I support the enhanced bus service with an additional lane reserved for buses during peak traffic. That extra lane incentivizes use of the bus. Please add only one lane to minimize impact. The direction that gets to use the added lane would change between the start (morning) and the end of the ski day. I also like that the lane is reserved for bikers and pedestrians in summer. I do not like the gondola because I believe its visual impact would destroy the beauty, and it is slow such that people would still choose cars. Even if stuck in traffic I enjoy looking at the mountains and would hate to see a gondola. If you choose the gondola, please put it directly above the road to minimize visual impact.	Robert Parker	Website
1198	I am in support of a Gondola in Little Cottonwood Canyon. It is important for people to take in Utah's natural beauty but we must make strides to ensure we are not destroying it at the same time.	Drew Thomas	Website
1199	I fully support the gondola. Enough with the road widenings in Utah.	Dustin Bolt	Website
1200	In understanding the proposals more, I think the gondola alternative would be a good option if the parking structure was built at the base station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station.	Brandon Patterson	Website
1201	Gondolas seem like a safer and more efficient transportation option.	Erika Gunn	Website
1202	Gondola. Let's keep as many vehicles out of the canyon. If I'm going to travel in a group to the top, I'd rather look down and enjoy the view than turn green winding up and down the road. Awesome tourist attraction! So much so that people would ride up, have lunch and ride down. Won't do that on a bus!	ANNA BARBIERI	Website
1203	I think a gondola is a perfect solution. Eco-friendly, fun and unique, it is the perfect way to transport people and take in the beautiful scenery. I fully support the funding of a gondola.	Elneeta Timmons	Website
1204	Please don't widen the roads!!! Enhance bus service!!!!	Baile Turnbull	Website
1205	The gondola and the enhanced bus with roadway widening would be preferred options. I would take the bus if it had a shorter time than driving (which just enhanced bus service doesn't offer) - it's more comfortable to sit in traffic in my car than a bus). I would take the gondola even with the time length because it would be a prettier view and a more consistent time expectation. Honestly (and unfortunately), anything that reduces traffic and means it would be easier for me to drive would be awesome.	C M	Website
1206	All three of these options don't seem like great answers. What's the point of the gondola if there is no parking and you have to take a bus to get there? You might as well just stay in the bus. Plus, gondolas are susceptible to wind closures. The shoulder lane is an ok idea I guess, but on heavy snow days it will be tough to keep safe and open. Keep in mind that when you reach the passing lane on a snow day it's rarely open because the plows can't cover that much road. But... it still might be the best idea of the 3. Maybe if you also heavily restrict vehicles that have poor tires and make them ride the bus. Or better yet, make people buy a license to enter the canyon in winter. But first have to take a course on snow driving and have the correct vehicle and tires. It seems like similar actions are being taken with watercraft in the summer where out of state watercraft have to take a course on mussel infestation And how to properly transport your watercraft. Plus pay a \$20 fee. I would be happy to pay a seasonal fee for the canyon if it means less traffic. Or more importantly less people on the road that don't know how to drive in snow or have poor tires. I cringe every time I see a California plate struggling up the canyon road. Of course the mega perfect solution would be an underground bullet train from Sandy to Park City via Bird,alta, Brighton. Thanks	Tyler Peterson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1207	I am adding to the comment I submitted earlier today using this site. In that comment, I supported the expanded bus with one added lane. Please also plan that 1/2 the buses go to Snowbird (and not to Alta) and the other 1/2 go to Alta but not Snowbird. Whether going to or from Alta (my destination), I would rather wait a few extra minutes to board a bus but then not have to wait for all the Snowbird stops.	Robert Parker	Website
1208	I would love to see the Gondola be the answer to transportation!! I looked at the 45 min time, it is always more than that with the traffic going up and down the mountain at peak times. Hoping to see the Gondola as the new option!!	Tamera Perkins	Website
1209	I do not take the bus to Snowbird because there is no place to store a lunch without paying an expensive locker fee. Therefore, many people store their lunches in their cars. Deer Valley will store your lunch for a nominal fee. If there was a place to store my lunch, I would be much more inclined to take the bus or a gondola.	Paul Harris	Website
1210	Gondola! After skiing in Italy, I think the gondola would be very efficient!	Keinan Gaylord	Website
1211	I favor the gondola with a parking structure at the gondola base station	Tim Alley	Website
1212	Best choice - Gondola	Leshla Hall	Website
1213	I have lived in SLC off and on for 32 years. As an avid skier, I have seen the population and transportation demand on the canyons grow exponentially over these decades. Here, I am simply putting in my vote to wholeheartedly agree with a recently released statement by Alta Ski Area (here I quote). In other words, I "support a modified version of the Gondola alternative. It is the only alternative that provides badly needed additional ingress/egress for the Town of Alta [as well as Brighton and communities between base and top of navigable canyons] and is impacted less by weather conditions than the other alternatives. It is environmentally cleaner than vehicle options, will have less impact on our natural resources to implement and will provide a more comfortable, convenient and scenic trip than the other alternatives." I further agree with the idea of "adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station." I too "believe this change will facilitate and encourage use of the gondola and allow more of its capacity to be used." Thank you for considering.	Marc Levy	Website
1214	It seems clear that the gondola alternative is the one that would be best. It would allow people to park at the bottom of the canyon instead of the top, eliminate traffic disruptions and safety issues from avalanches, minimize environmental impacts on air and water quality, and reduce travel times at peak periods. The key is to put in a gondola that actually has enough capacity to handle peak hour crowds without long waiting times. A gondola should not be accompanied by mandatory restrictions on the use of the road however: if people prefer to drive they should be allowed to do so unhindered. The way to limit road traffic is by providing a genuinely better alternative, not by administrative diktat. Charging for parking at the top would be OK as an additional incentive to take the gondola and to help equalize (or even slightly tilt) consumer costs relative to whatever the tolls would be on the gondola and for the related parking facility at its base.	George Klopfer	Website
1215	Increase the # of ski storage lockers to alleviate bus congestion. Additional ski lockers could possibly promote a substantial increase in hitch hiking to / from the mountain resulting in a car pooling preferred parking situation.	Brian Cardello	Website
1216	The gondola seems like a sensible idea - low impact in every way while still servicing over 3,000 people. Will car traffic be limited? How does it get funded? When does construction begin and how long to complete?	Andrew Menke	Website
1217	I have been skiing Little Cottonwood Canyon many times since 1983. Usually I stay for a week at Snowbird. I understand the need to revise canyon access. I simply ask that any alternative that is selected consider that people spend an entire week in the canyon and buy a weeks worth of groceries in Sandy or Cottonwood Heights before coming up the canyon. You need to make sure that those of us that do that can still have private vehicle access to the resorts. If you make us take a weeks worth of groceries on a tram or bus, we'll take our business elsewhere. Thank you for considering my opinion.	Dave Boboltz	Website
1218	Would love to see a gondola to lower carbon emissions within the canyon.	Jamie McAllister	Website
1219	The gondola has been a suggestion for years. I think it's your best current choice. Minimal environmental impact. Plus it's the only solution you have when an avalanche closes the road. You can still get people out of the canyon. Be smart and leave room for road expansion in the future.	Dave Altman	Website
1220	I like the gondola option. Just make sure easy access to the gondola. Riding the bus to the gondola sounds like a pain.	Jeremy Rigby	Website
1221	This does not take into consideration of summer users. Specifically, creating appropriate parking capacity to compensate for all informal parking being removed. Please take this into account for the people that recreate down canyon.	PATRICK CALDER	Website
1222	gondola is my first choice if there is parking available at the gondola. The canyon is getting crowded, and something definitely needs to be done	michael stevens	Website
1223	I agree with Alta that the Gondola would be a great option, especially when roads are closed due to snow. I am sure this is not a new idea, but it is not mentioned. what about certain times of the day for 30-90 min the canyon is only one way? This could be utilized as needed to relieve the flow going up or coming down. It would require signage and police and cones to manage the flow, but it could be flexible to when it was needed at a comparatively low cost. The upper and lower sections could be handled separately. It seems silly to be stuck in a traffic for 1/2 hour, when the other lane is almost not being used. It doesn't solve parking challenges, but investments in parking garages instead of buses could help solve that challenge. One of the challenges of skiing, is the conditions change and energy expended during the day. It's nice to have a place close by to drop off and pickup gear as needed. And when you are beat the last thing you want to do is hop on a crowded bus and stand all the way to the bottom with all your gear...	Jared Neilson	Website
1224	I think we need a gondola	Julio Gonzalez	Website
1225	I believe the gondola would be the best choice to limit traffic in LCC	Katherine Speed	Website
1226	Hello- I am from California but am a very frequent visitor, several times per year, to Snowbird and Alta resorts. Mostly in the wintertime. I strongly support the gondola option and would also suggest that parking for this be made available at the gondola base as this would vastly simplify the process and increase usage a great deal, IMO.	Stan Knight	Website
1227	Thanks for listening. I believe Alta-Snowbird to be one of the nicest ski destinations in the world, but the drive up the canyon is getting ugly.		
1227	You should get rail system	Misty Glines	Website
1228	Seems the gondola would solve the problem. Seems the others are just bandaids on the situation.	JAMES WILLIAMS	Website
1229	Let's use the money to construct a 12ft high dam, "Bonneville #1" on the North side of the valley, Magna to Capitol Hill. This storage of water ontop of existing neighborhoods and downtown metro areas will reduce the number of people who overcrowd Little Cottonwood, slow down airport access, and provide hydroelectric power to the grid.	Bernhard T. Manning ESQ	Website
1230	#1. Gondola #2 increased bus, no road widening	Willem Schott	Website
1231	I agree with the modified gondola proposal including a large parking structure at the canyon mouth. However enhanced bus service along with widened roads would also enhance the transportation situation.	Steven Princiotta	Website
1232	I have been seeing these proposals in the news and all sound good BUT the news reports have neglected to point out all the proposals include a toll in the canyon. Make the mass transit self supporting, do not do it by adding taxes and tolls. This taints the project as revenue generating. I pay plenty in taxes and fees, PLEASE, no more!!	Richard Hosie	Website
1233	We absolutely need roadside parking for summer activities. These parking areas are crucial for climbers and hikers and the proposed parking areas are no where near sufficient. There is no need to make summer users suffer because of issues during the winter.	Lethen Crider	Website
1234	As a mother who frequently uses the Cottonwood Canyons with her family, I would like to provide input on the proposed transportation options for S.R. 210 and Little Cottonwood Canyon. I really think the 3rd option (Gondola) is the superior option. It has less environmental impact and the most family friendly. HOWEVER, I think it makes much more sense to just make a bigger parking lot at the gondola base station then expect people to park at a bus station, get on a bus, then get back off and get on a gondola. Personally speaking as a mother- I would find all of that loading/unloading to be a burden and possibly hinder my willingness to use the system. If you could drive straight to the gondola and park there, I think the solution would be perfect!	Heather McEntire	Website
1235	The gondola seems like a silly and very expensive option. The enhanced bus with the road widening seems like the best way to do it. Also, it would be nice to add some extra stops to cater to backcountry skiers. I know that may increase travel times slightly, but not all busses would have back county riders. With back country use in the Wasatch increasing every year, the small pull offs on the road will become overcrowded and will need to be enlarged or you could add some bus stops to them. Also, with the shoulder lane would there be a barrier between the regular lanes and it in most areas? If it is just an extra lane without this barrier I am sure people will still end up driving cars up with poor tires during the winter and will slide out and block both the car lanes and bus lanes. I would highly recommend if you are extending the road to put barriers between the lanes, and just increase the number of pull out points for people to be able to stop at different sections of the canyon during summer.	Mark Bilbow	Website
1236	I choose gondola proposal	rich genz	Website
1237	I am an employee at Alta ski area and I have a degree in environmental sustainability. I support the gondola plan because the gondola would consume less energy than buses and would harm less resources. It would also be much safer and more reliable than buses. This plan would also significantly reduce traffic which would be better and safer for the environment as well as for the residents of the town of Alta.	Ryan Green	Website
1238	Two of these will make most of the canyon unavailable to backcountry skiers. I find it disheartening that this plan is biased for businesses.	Richard Petty	Website
1239	The only option that makes sense is the gondola service with adequate base parking.	David Ekins	Website
1240	As a lifelong resident of Sandy and Salt Lake I feel the Gondola is the best solution. Widening the road would cut further into the wildlife in the canyon. That road is about as wide as it can possibly be as it is. The Gondola not only seems like the more ethical option, but it sounds like fun as well!	Austin Archer	Website
1241	Hey, Gonna try to be brief. My brother lives in the area so I've been fortunate to enjoy this unbelievable canyon. I own a cabin in Tahoe, CA. Squaw and Alpine struggle with the same traffic issues. I'm not interested in arguing which plan is better because they are all bad. Always, bad. We live in a culture that always deals with issues/problems by putting the onus on the individual. This is why voter registration is low and bad. This is why recycling has never and will never work. There are millions of examples. It's basic if you really want to solve something - put the responsibility on the much smaller, extremely well organized, and easier to regulate and enforce entity. Not on the whole population of the country. The ski resorts need to limit daily entrance and be ok with the profit that brings in. Traffic problem solved, no need to throw unbelievable sums of money at it. The federal government automatically registers its own citizens to vote we have all the voters. Whatever company uses packaging is responsible for it all the way to the end. Basically, in a nutshell-you're taking the same old tired approach and it's going to be very expensive and it's not going to work. And you might want to pay attention to the subway and bus system of N.Y. The only mass transit system that has ever truly worked in this country is no longer an option.	Gonzalo Riosco	Website
1242	My fiancé skis every day in the winter at Alta. He rides the bike bus, hitchhikes, or carpools. He doesn't drive.	Alexis Marsden	Website
1243	I like the Gondola option best. It is the cleanest option as far as air quality and would be a beautiful ride in the Summertime. My second choice would be dedicated fast bus lanes which could be used by cyclist in the Summer.	Robert Bagley	Website
1244	It would be great to have a Gondola with lots of parking at the Gondola (large, multi-level parking garages) so that we could drive directly to the Gondola without having to get on a bus first. That would make it feel like we were driving to the resort like we do today. (Hopefully the Gondola is fast and frequent during morning and end-of-day)	Bob Spencer	Website
1245	What about a rail system? Too expensive? That would be perfect. I really dislike buses. I'm also a biker so a wider road would be great in the summer but seems costly.	Bob Spencer	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1246	I think widening the road and adding buses is your best option even with the gondola you are connecting it to your smallest parking lot at the mouth. It will not be convenient enough for people to be willing to use it. Having to take a bus to the gondola is counter productive why get off the bus if its going up the canyon anyway and will be faster then the gondola? The parking lot at the mouth can easily fill in a matter of hours especially if there was a gondola. Widening the road giving a bus only lane. And adding to the schedule to include civilian and canyon employees schedules and wants, please let me emphasize employee schedules and convenience there are a huge number of employees driving up every day, these employees like myself who work at snowbird or alta want more than anything to be able to use public trasport. But year after year cthe bus schedule seems to forget about a lot of us. A large majority of employees at the resort have to be there fairly early. Now im not saying run a bus at 6 am but being able to be to work by 7 using the bus. Would decrease a gige number of vehicles traveling up the canyon. Also i was very impressed by the time and effort this year put towards keeping vehicles unfit for winter conditions out of the canyon. And to be honest im willinh to bet most the cars turned away from driving up the canyon were rentals. These people would have been more than happy to not rent a car and use public transport but with the super limited and terrible off schedule uta buses , note that is not just ski buses but all of them are not very convenient or efficient. Little cottonwood is a very dangerous canyon in the winter and i think uta needs to one the fact that they are not doing enough to support the canyons and the communities tied to them and the resorts. This could simply been fixed years ago as you saw these problems arise over the last 10 years. With uta just adding buses its honestly a little funny and kinda sad the its taken this long for the problem to really see its light. I would love to say that UDOT as a whole has been anazing the last 2 seasons in the canyon especially this season i can full heartedly say that you guys saved lives this last winter and i felt unbelievably safe whenever i was on the road. Thankyou for listening to what the people have to say it means a lot to me if not many more. More buses longer schedule. Please do not just add buses to the current schedule it is counter productive please extend the hours on both ends and run them every 15 minutes and i promise you traffic will never get this bad again	Kemron Sorenson	Website
1247	I think there should be a gondola because it would reduce air pollution and would be able to be ridden no matter the avalanche danger	Ian Skelton	Website
1248	I fully support the modified gondola option and am thrilled this action is being seriously considered. Thank you!	Dana Ostermiller	Website
1249	Gondola, or a Funicular. We Can Do This!	Jared Richmond	Website
1250	The gondola seems like an excellent option to help those who come by the day to ski or hike. My husband and I come to stay, so it would impact us less. Road widening seems the least of the options as avalanches care very little how wide a swath they cover.	Felicity Hoyt	Website
1251	I would love to see the gondola. I would recommend some type of parking structure at the base of the gondola/canyon so that one could park at the very bottom of the canyon and jump right on the gondola though. Thanks for your efforts on this needed and important project.	Drake Bloebaum	Website
1252	As a canyon employee of over 10 years, I see the gondola approach as the best solution.	Patrick Sayers	Website
1253	I think that they should make LCC a toll road. This will be a revenue source to fund the long term solution to the traffic problem, whatever that is. I don't believe that non skiers should bear any cost (taxes) to fix the traffic problem skiers have created. I could see charging \$20 per day for single rider vehicles and sell annual passes. I live in Hood River, Oregon in the summer and we have a toll bridge. We buy a sticker to put on our windshield called Breeze By and automatically reads the sticker at the gate and charges our credit card on file. I bet many, many skiers would be willing to pay \$20/day to drive up. 3 people per car should get a reduced rate of \$10. Of the 3 solutions on the table right now, I would be in favor of the gondola. It is a Euro solution and that would add a unique flavor to LCC. Buses on big snow days is still a problem. the gondola could run non stop during storms. Get the traffic off the road!!!!	Gene Arnold	Website
1254	Bus with road widening makes the most sense. Adding buses without giving them a special lane won't entice people to sit on a bus in traffic. They would rather sit in their car. The bus needs to get them there faster since there will be less comfort and convenience. The gondola would be the coolest.	Mike Darukie	Website
1255	I commend your work on the big problems in Little Cottonwood canyon. I think that all the options are good ones, but I feel that the option to have a designated bus lane is by far the best. The trouble with taking the bus is that the ride is always longer than taking your car. To make riding the bus more incentivised one would need to make it convenient and as fast, if not faster of a ride up the canyon. I think the only way that would work would be to have a designated bus lane. People need to see the bus passing cars up the canyon to make it look like this is a better way up! I wonder if you could just do with a designated uphill lane, since downhill is not usually as pressing of a time constraint for most people and the morning is always the rush time. Or could have a designated up hill lane in the am and then have that be a designated downhill lane in the pm. I also don't think you have gone far enough. Has anyone thought about putting in a downhill toll in to pay for all this stuff??? I think people would be willing to add a 5-10 \$ fee to use the canyon. You have a perfect place at the bottom of the canyon in the park and ride lot at the bottom. Divert cars into this to pay a fee or better yet have multiple "fast pass" areas that cars need to drive thru to pay. Have a free fast pass for employees or residents. So many ski areas now are charging high prices for parking- this is a similar thing. It has worked for years in Millcreek and people still go up there. You would have to make it very efficient so as not to bottleneck at the bottom of the canyon, but that could be done. Make users pay a bit - it is only fair! Thanks for considering and good luck!	sandra phillips	Website
1256	What is presented only shows the estimated travel time, what is missing is a simulation of people queuing for the bus or gondola! I think the queuing time will greatly impact people using these options. No one is going to want to wait 40 minutes for a gondola during peak periods.	Mark Dimond	Website
1257	Gondola!!!	Jason Adlesperger	Website
1258	I support the shoulder widening proposal and increased bus service.	John Dunlea	Website
1259	I think a gondola is the optimal solution. Increasing the speed and capacity would be great, as well as providing parking options at the base. Winter and summer gondola operations would be a great asset to the state of Utah for enjoyment of Little Cottonwood.	Ian Russell	Website
1260	The best option and only solution in my opinion is widening the road with the bus enhancement. Nobody wants to go up and back for an hour each way and bring only the bare necessities to ski for a day. The only people that will Benefit from the gondola is the people who live or have a second home up there and the option for just bus enhancement is basically just doing nothing. Also keep in mind epidemics that are going to become a normal !	Dean Bachman	Website
1261	The biggest problem with Little Cottonwood Canyon is the avalanche danger and treacherous roads on powder days. The gondola partially solves this problem, but the travel time to get from my house to the ski slopes would be double the current travel time! And it would be more expensive and inconvenient...especially with 4 children. The bus "solutions" are a joke. How many times has the canyon been closed because a bus slid off the road?! Also, the proposed mobility hubs would need A LOT more parking capacity I would like it if a tunnel were built and a train installed that connected with the rest of the train system. It seems obvious that the solution that eventually gets implemented has got to give incentive for people to use the public transportation option over using their personal vehicles. If I can drive my car to Alta and get their faster and as cheaply as taking a bus, then I would almost always opt to drive my own car. A 3rd lane for public buses only would allow those buses to cruise up to Alta pretty quickly. Anyone stuck sitting in traffic on Little Cottonwood Road watching the buses go by on their way (to a powder day!) is going to seriously consider hopping on the bus for their next ski day.	Allen Kenney	Website
1262	Of course, this would also mean you would have to address adequate parking, and have enough buses and frequency to ensure a quick trip. The parking issue is a big one, and I haven't seen anything yet that truly addresses that issue. The gondola idea on the surface seems almost whimsical -- I mean, at least it would be a fun way up to the mountain. But can you really provide enough uphill capacity to make a dent? And with the parking, shuttle, etc., can you get people from their car to the mountain quickly? Again, the biggest issue for a lot of skiers is getting from their home to the base of the ski area as quickly as possible.	Bob Kirschner	Website
1263	I have concerns regarding the proposed Gondola. First, I believe that the cost estimates developed for this alternative are artificially low (both capital and O&M). Second, I think that the fact that the rider throughput of this alternative is overly optimistic. This alternative requires patrons to make two transfers (car to bus, then bus to gondola). I believe that this will impact winter ridership as you are asking skiers to 'schlep' their gear in potentially bad weather (and perhaps to wait in that same bad weather). My fear is that when first time riders experience this multiple transfer transit to the resorts they will quickly abandon it for the convenience of their car.	Ronald Sawdey	Website
1264	Whatever is less impacting even if it's resurrecting the train. The gondola sounds intriguing but how? The cars have become untenable.	tom gallagher	Website
1265	The gondola is the best option to move people and avoid weather issues on snowy roads. Set up lift ticket stations at the hubs to include the gondola ride. Season tickets would also include the gondola. Locker rooms at the base stations with security.	Thomas Brock	Website
1266	In my opinion Widening the roads is the best and only option, together with bus enhancement. The cost to do this will be worth it. It benefits everyone now and in the long run. If the gondola is put in, it seems to benefit only the local residents in the canyon. Not to mention they will be unsightly to look at, for everyone. Gondolas seems to be an expensive alternative that benefits only a few. Heavy maintenance, could be a lot of down time, cost a lot of money now and a lot down the road, (parts replacement, obsolescence etc). Has anyone studied what kind of problems a gondola this long could have in the long run? Exposure continually to all outdoor elements? Not to mention it could be dangerous if heavy winds came up when people were already in it (over 1 hour ride each way) BTW - How would it be determined who gets to use the canyon roads? No one what's to wait in line to get on and off, (how long could that take?) ride for over an hour each way. What if someone gets sick or needs to use the restroom, especially if it breaks down? How will (our new norm) virus exposures - be addressed? (Limited numbers per gondola, wipe down completely each time? (Factor in that extra time, because you have less people per gondola and extra cost to sanitize each one every time). It will take forever to get up the canyon!	Debbie Bachman	Website
1267	The gondola is the way to go.	Wesley Greaves	Website
1268	I support gondola with added parking area at the gondola base. Also, please begin the 9400 pick up for the big Cottonwood solitude run.	Laura Jablonski	Website
1269	The gondola will be destructive to environment. Do not build this!	Kevin Bouldin	Website
1270	The alternatives selected for "further study" consist of an unworkable re-hash of alternatives that have been around for years. In the age of social distancing during a pandemic, few will want to risk being crowded together on buses or on a gondola. It would be useful to consider how the future of transportation is evolving. This future includes autonomous or semi-autonomous electric vehicles that can move small groups of people from central parking areas in the basin to their destinations in the canyons. An important aspect of this approach is that traffic movement could be coordinated to minimize congestion in the canyons without the need for major roadway infrastructure changes. Of course, it will be important to install avalanche sheds in appropriate areas to eliminate road blockage.	Christopher Biltoft	Website
1271	I haven't read everything though but I don't see bus capacity for the Draper Alpine and then out to Daybreak Corridor. I live off of Wasatch Boulevard and I believe you underestimate the numbers that come from that part of the valley. I have lived here since 1991 on this corridor and the traffic on a powder day used to be non existent and now it backs up from 9400 to about 10000 south and so it has also increased. This is a corridor that people use to go to work and school and people block it up on powder days and it has worsened. You need to add bus service from Draper and the hotels out there as well and that would also help and I don't see thus far that you have addressed the booming internet economy at point of the mountain and they are the skiers and boarders coming to this canyon.	Allene Lemons	Website
1272	As a patroller in LCC I don't see a lot of traffic on the road as I'm up earlier than most people and down well after people have left. Having said that, there is no more room to shove cars into at the dead end of the canyon. A bigger road will only lead to more gridlock and a longer, larger red snake. We need to increase parking in the valley and work on a transit system that can shuttle people efficiently to the resorts. Busses will not solve the problem, they don't work well in the snow. They are not reliable. I know this sounds crazy today, but what seems insurmountable in the present often seems inadequate in hindsight. Investing in some kind of rail system should be considered. The road isn't going anywhere. You could use the existing grade to run some kind of train up the canyon. It would be more reliable than any bus or car and could be run often. The gondola idea is nice but incredibly expensive. And wind plays a huge factor in its ability or inability to run. Start investing in the future. We will look back in 20 years and say, "why didn't we start earlier," no matter what the end result is. It's only going to get more expensive so suck up the cost now and pay it off over the next 30 years. It's not as flashy as a gondola but trains or reliable and efficient. Just think about the future! Tourists could fly into SLC and take transit all the way to the great new lodges at Alta (or the cement dungeons at the Bird) all without having to take a single car or bus. It's smart, it's energy efficient, and it's a great selling point to tourists (which is what the canyon economy is built on). It's time to leap into the future!	Sean Mullany	Website
1273	who is paying for all of this ? It seems to me that the resorts are the ones who profit the most from getting people up the canyon. Being a backcountry rider that does not go to the resorts, it would leave a bad taste in my mouth if my tax dollars were spent to get people to the resorts so they can profit. I think making more buses available is a great idea only if people have no other option or are charged a fee to drive up or park, which would make them ride a bus to a resort. All of these plans seem to favor the resorts and not the human powered community. How about some plans for more trailhead parking, and mountain bike trails ? Bottom line, the resorts should buck up the cash if they want to exploit their product to the world.	Joe Day	Website
1274	I have a couple thoughts that I will present. First I think of the 3 options the most clear one is to implement a gondola system. (I am unclear on the plan, but I assume with the gondola the road would still be open to traffic? If someone has time to email me to clarify this I would love to hear from them). I think the fact that the gondola system would have the least environmental impact on Little Cottonwood Canyon is really important to me and many other visitors to the watershed. However, financially it is the cheapest and it will also negate the issue of avalanches across the road allowing greater mobility for employees and visitors. I think many visitors to the ski resorts have shown they are willing to put in a lot of time to get turns in on the busiest days so the increase in commute time should not be a concern. My second thought is I would like to ask if anyone has considered this as a possibility that could fall under the enhanced bus system. Instead of widening the road, during the winter the road should be closed to public traffic. Additional bus stops and parking lots (perhaps even an underground structure) would be added near the mouth of the canyon and buses would run between the structures and the resorts every 10-15 minutes. This would drop the use of single use vehicles in the canyon to nearly zero. The only vehicles allowed would be udot public transit and permitted employee and resort vehicles. The benefits to this would be not having to widen the road and impact the environment and A reduction to traffic and pollution in the canyon. Thank you for reading my comment and I would love to hear from whomever reads this. Good luck with making the decision and I appreciate all of the work put into improving the access to our beloved Wasatch. -Ari	Ari Marks	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1275	I support a new gondola format - not more road & bus expenditures. People should be able to drive & then park or just take TRAX system ! DIRECTLY to new gondola. Driving private vehicles up to Alta to then park should be heavily discouraged. Sunshine Village, Banff Canada has a long enjoyable gondola. So almost no cars in the village ! People can drive & then park or take bus DIRECTLY to bottom of gondola!	Bill Landry	Website
1276	Regarding proposed transportation alternatives for Little Cottonwood Canyon, I believe the modified gondola alternative proposed by Alta Ski Area to be the best choice. That is, have two parking options for gondola users by adding a parking structure at the base gondola station in addition to the option to park at the proposed gravel pit lot and bus to the gondola station. Digital signage could update canyon travelers to "number of available spaces" remaining in each lot.	Nancy Allen	Website
1277	To start, I'm against road widening initiatives in LCC. Any road widening will undoubtedly have negative environmental impacts and unwelcome impacts to the climbing community who climb on roadside boulders scattered all through the canyon. In my opinion, the Gondola would be the preferred method for winter ascents of the canyon to access Alta and Snowbird. My only questions regarding the use of the Gondola is where the cable towers will be located, and how does UDOT enforce the use of this system. This is America after all, and unless there is a strict moratorium on vehicular traffic entering the canyon from a specific time in the morning till a specific time in the evening, people will continuously try to go up canyon in their own vehicles. This can be seen on high traffic days where people drive up canyon, get turned around due to full parking lots, and have to drive all the way back down to then hop on a bus to go back up. Having additional live parking info for the resort/vehicular traffic already in the canyon would be a beneficial way of assessing how to allow vehicles to go up canyon. I.E. Having a gate at the mouth of the canyon with a roundabout to quickly turn away traffic if the gate is closed or a red light is present indicating that lots are full...	Craig Tomon	Website
1278	I'm for adding more bus service (with additional parking as far west at 2000 E and having a bus lane built. It could serve as additional up/down traffic in the non ski season. I think a tram/gondola would be a massive expense and not be used at all in the off season. Would it go only to Snowbird?? Would it go only to Alta?? Would it go both places?? in my opinion NOT PRACTICAL	Keila Siciliano	Website
1279	Please attempt to charge for parking before you put more buses on the road, widen the road and put more buses on it, or build a gondola. Many ski resorts charge for parking and it absolutely drives the right behaviors - reduced traffic, car pooling, using alternate transportation. \$20 for one person vehicle, \$15 for two person vehicle, etc...	Jay Perrette	Website
1280	I am in favor of the gondola plan. Less view obstruction and once operating should be effective and efficient.	Michael Adams	Website
1281	I support enhanced bus service with bus lanes and sufficient parking down canyon for bus riders.	Beth Blattenberger	Website
1282	While busing seems a good idea, it is not ideal for many skiers. Consider families with several small children who have to carry skis boots poles, helmets lunches, extra clothing, some entertainment for the kids if they are tired of skiing etc etc. Same for senior citizens for whom a changing from a vehicle to a bus and carrying all the required gear may be difficult. Using a gondola is a terrible option. It would require parking in a multi level parking structure, carrying all required gear to a bus, wait to board the bus then disembark, carry gear to gondola line, wait for gondola, then ride for approximately one hour to the top then retrieve gear and walk to changing area at the mountain. A daunting process for families and seniors. Maybe not for young single skiers/boarders, however, even for them it seems that the time to get to the mountain from the mobility center of as much as 1.5 to 2 hours would discourage the use of the gondola by most skiers/ boarders. Consider having to drive to the mobility center, having to find a parking space, perhaps several levels up, carrying all the gear to the bus stop, waiting for the bus, just boarding a bus with 30-40 person capacity will take 5-10 minutes, then the 10 minute ride to the gondola, 5-10 minutes to disembark, then stand in line for the gondola for a 1 hour ride up the mountain and a subsequent walk to changing/dressing areas. Not a pleasant thought. Now add 3-5 screaming kids per family into the mix and the whole scenario does not work. The best solution would be to widen the road from Big Cottonwood Canyon all the way to Alta and add "snow sheds" in all possible avalanche locations. This combined with extended bus service would be the best solution for all concerned. The roadways all over the European Alps use concrete structures to cover the roadway in avalanche hazard locations. These are solid structures with openings on the canyon sides and with dirt and grass on top that blends into the mountain vegetation during spring summer and fall. These have been in service in Europe for many years and keep traffic flowing without the need for road closures.	Norbert Kornyei	Website
1283	I prefer the gondola option because it will actually address the full problem of future canyon suggestion. I have been to Zermatt, Switzerland where they have banned all cars and buses and required everyone to take a dedicated train to the resort town. It works very well and I think a train or large gondola would work well in Little Cottonwood. Thank you	Steven Christiansen	Website
1284	My husband, Bert Kornyei, replied and I agree with his opinions that the gondola is a terrible option, and just more buses is almost as bad. For those of us who are retired and have the luxury of going mid-week, the gondola is far too time consuming and cumbersome, especially as many of us old folks just want to ski for a couple of hours, maybe several days in a row if the conditions are good. So widening the road for more car and bus occupancy is the best of these options.	CATHERINE KORNYEI	Website
1285	Gondola would expedite people without avalanche risk	Gwen Hays	Website
1286	After further looking at this issue. I prefer the widening the road with a bus only lane. The gondola is slower up the canyon, does not have snow shed costs included, or adequate parking at its base.	Jonathan Olin	Website
1287	The gondola proposal makes the most sense, is the most efficient, and is the best option for the environment. Please elect to use implement this proposal.	Kelsey Lefley	Website
1288	Realtor.com now has a category of rating homes on sound levels. Areas of Cottonwood Heights currently hold a level medium. If you put in your freeway to no where on Wasatch Blvd without lowering the speed limit, where they currently go up to 60-80MPH, you are virtually stealing money from people as their property values drop. Cottonwood Height & UDOT officials owe it to the citizens not to destroy our area, just to save people a few minutes commute time on a few days a year. The higher the speed limit the more the noise. Drivers currently go up to 60-80 mph. It seems UDOT doesn't care what the city of Cottonwood Heights cares about. The Cottonwood Heights plan has always been to lower the speed limit, UDOT is ignoring this.	Audrey Pines	Website
1289	We support Alta's position that the gondola with a parking structure at the base of the gondola would be the best alternative. I reviewed the draft alternatives for LCC. https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_Full.pdf	Jennifer Squire	Website
1290	I could not find anywhere UDOT lists the number of vehicles that daily use this canyon. Can you please provide this information? Thanks, Jim	james catlin	Website
1291	It seems UDOT is being short sighted in their plans. The center of the city is not into the down town area anymore. Also the way people are going to be commenting is not being taken into account. We need safer areas for biking. The speed of 50 is too fast, you have numerous areas where you lower it to 40. The 6200 south/ Wasatch corridor, they go up to 80. You have got to slow this down. The area between 6200 south corridor & 4500 south should ALL be 35 to make it safe for bikers, walkers & sight seers. There is a freeway a block away they can go on to speed. Why is the speed limit 35 south bound Wasatch Blvd after 9400 south? This is used for commuting and ski traffic. The area between 9400 south and Union Park is a mix of residential and business and shared roads and should be no more than 35	Audrey Pines	Website
1292	I am highly in support of the gondola. As a grandmother to 12, I am always looking for activities to do year-round with my grandchildren. The gondola sounds like a perfect and safe option to enjoy the beautiful canyon.	Shelley Davies	Website
1293	I support the gondola option	Auston Call	Website
1294	I like the idea of increased public transportation. I believe it is important to include emphasis on transportation for Canyon recreators beyond just those who use the ski resort.	Katie Burbank	Website
1295	Gondolas sound like a great way to get people to the mountains, without filling parking lots! Those able to drive or bus still can, but the gondola is a great, and fun sounding, alternative! Also, I enjoy the small road, I believe it's a part of the charm that makes the areas special!	Nick Warren	Website
1296	Please put in a gondola up little cottonwood as it is far and away better than the bussing alternatives. Thanks!	trey Roeseler	Website
1297	Gondola	Kirk Wilcox	Website
1298	I care deeply about the environment and I love that the gondola has the lowest carbon footprint and effect on the surrounding wildlife. Please strongly consider this option.	Johnny Link	Website
1299	As a mother of a newborn baby, driving up the canyon makes me nervous about potential car accidents and sliding off the road in the winter. I am strongly in support of the gondola for ease of transportation and to really take in the beautiful scenery.	Danica Richards	Website
1300	Gondola!	Bryn Simmons	Website
1301	I think this would be an excellent option that the UDT needs to give further thought to. I am intrigued and in full support of a no-emission transport option that will still allow for Utah's natural beauty to flourish.	Taylor Stanger	Website
1302	Enhanced bus services	Andrew Conover	Website
1303	My first choice would be a train that connected little, big, and pk city/deer valley resorts. Would eliminate a lot of carbon producing travel and the most beneficial for the consumer. The Europeans do it best If that is not an option, gondola would be the best choice as nobody wants to ride an uncomfortable bus on a curvy road especially if they are possibly standing up.	Andrew Fedoravicius	Website
1304	Please no gondola!	Kathleen Klage	Website
1305	I believe a gondola is the best solution. A widened road would be a great addition to help manage traffic even more than the gondola.	Ezra Shilling Rabin	Website
1306	How about studying the feasibility of a cogwheel electricity powered train like serve some European resorts.	John Williams	Website
1307	I am in support of the gondola.	Brinnah Schmidt	Website
1308	I've used that canyon for decades. It's overrun and needs a new form of transportation. I vote for the gondola.	Ryan Maxwell	Website
1309	I think a gondola would be beneficial for safety, efficiency, and the environment!	Shalee Schmidt	Website
1310	Little Cottonwood Canyon has definitely gotten much busier over the years. As a Sandy native all my life, I first hand have seen it happen. However, I feel that widening the road or adding a gondola will adversely effect the canyon. For example, how will all of the canyon's world famous bouldering and rock climbing be affected? Will boulders near the road be removed or assess denied? What will happen to the roadside parking that is currently available near these sites and other recreation areas such as hiking trails throughout the canyon. I feel like adding a toll booth at the base and improving the bus system should be sufficient. Unless all of the measures have been exhausted, these extremes should not be put in place so hastily. A bigger road does not mean less traffic (look at I-15) and a gondola would be an eyesore on the canyon's natural beauty. Thank you for trying to help the problem, because it is one and something does need to be done, but not some of the things you are suggesting. Thank you for your time and consideration.	Amber Stratford	Website
1311	I would love to take a gondola up to Oktoberfest.	David Schmidt	Website
1312	How about the monorail option? A gondola is not the my preference. What if it stops mid stream more than once or for extended durations. Who gets powder first turns? Keep the damn small cars w/o snow tires of 4x4 OFF the road!!!! Getting on at snowbird to go down, you must leave space. Widening rd may be okay but can this be done for all sections???	Andrew Lovegrove	Website
1313	The drive up the canyon is too daunting with the traffic and difficulty to find parking. If there was a gondola I would absolutely frequent the area more.	Joseph Branca	Website
1314	Please don't expand the roads. I don't want to drive through concrete tunnels (snow sheds) and want to protect the environment. The gondola is the best option.	Krista Davies	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	I am the son of a 25+ year Alta ski instructor, and have been motivated to spend an exceptional amount of time studying the issues at hand after commuting to and from SLC to Alta many times every winter. Having had to deal with the same traffic troubles as every other Wasatch recreator, I have developed a well backed scheme for what needs to be changed to allow the commutes to and from the Cottonwood canyons.		
	First and foremost, in my opinion the best option presented is the first and simplest to build up to, where the quantity of buses lapping the canyon is increased. The only modifications that should be made to the roadways is the provision of additional safe, easily accessed parking in the SLC valley. However, this should be done with the mind of incrementally increasing the amount of people in the canyon at a time, if at all. Eventually, the limited capacity of the Wasatch range and the Cottonwood Canyons needs to be acknowledged, especially due to their "box canyon" layout. It is naive to state that "there will always be more room", or that our mountain access is unlimited. The very resources and environment that the locals and tourists alike are seeking to enjoy will become overrun if caution is not taken to preserve the appeal of entering the canyon's wilderness.		
1315	Second, cars should still be allowed as an option to get up and down the canyons. The traffic issue here can be dealt with significantly when drivers are heavily incentivized to carpool. For example, priority and the closest parking spots at the resorts can be given to those with multiple people in their vehicle, at an increased rate relative to what he resorts have currently implemented. The parking can remain free for those driving with at least 3 people/vehicle, versus charging those driving with < 2 passengers.	CALEB NORMAN	Website
	And finally, a word regarding the Gondola option. It sounds aesthetically appealing, especially for the long term, but it loses out heavily on the activity flexibility that Little Cottonwood offers. Additionally, it should be viewed as a last resort option, due to its heavy cost. In the short term, it would be somewhat meeting the capacity goals sought by this project but would still have its drawbacks just like each of the other development options. However, at least a brief glance at the ski industry's economic outlook is necessary, considering the resorts will be the primary receivers of the benefits of installing a Gondola. Across the board, ski areas worldwide have been losing cash, due to the sport's high cost and family emphasis, which younger people are gradually turning away from. When examined with the financial complexities that the Covid-19 pandemic also brought to the table and the reduced profits that ski resorts have been making due to the influx of the resort multi-passes, it is not necessarily a guarantee that the resorts will be around indefinitely. Yes, Alta and Snowbird have been blessed with a great many number of skiers on the slopes through the years, but the quantity of people on the snow is not telling the full story. It would be a shame to have a great many resources invested in a Gondola system, only to have it regarded as overkill and drawing from the relatively untouched nature of the Little Cottonwood.		
1316	I am highly in favor of the gondola. I would be very interested in the exploration of a LaCaille station and seems like a great expansion for our community.	Megan Larsen	Website
1317	A gondola would be such a great way to keep people safely off snowy roads and would be such a big tourist attraction!	Haeleigh Royall	Website
1318	What an excellent option for safety and clean air!	Jessa Brock	Website
1319	There is no planet B; as we go forward all infrastructure must be environmentally conscious, and on this case the clear choice is the construction of a gondola. Also, they're just good old fashioned fun!	Rhiannon Smith	Website
1320	While the gondola is an appealing option, widening the road for bus lanes and enhanced bus service, which also will provide a bike/hike lane in the summer is probably the most practical, long term approach.	George Schabes	Website
1321	This is the most sustainable solution if any work is going to be done in LCC! Please consider!	Caleb Bost	Website
	I have a number of comments and concerns. But first, I'd like to comment on your inclusion of Enhanced Bus as an Alternative. This is ridiculous. How did it pass your screening? Your expectation of the buses actually having riders is preposterous. Who in their right mind would take a bus to have to wait in the same traffic as in their own car? People need incentives to get out of their cars, so ignoring established social behaviour to come up with pipe dream models that look good for comparison sake is offensive to all the residents who care deeply about this issue and are passionately trying to participate in finding a solution. This should have been dismissed out of hand as not meeting criteria, and if you wanted to include it to show how much better the other alternatives are, then it should be stated as such. Likewise, acting as though a gondola is a realistic competitor is just as ridiculous. People park at a gravel pit, then take a bus to the base of the gondola, then load the gondola, then get out and walk to the resort, all in a snow storm, on a powder day, when they could just drive their own car all the way up? No way! Furthermore, please elaborate on the transit center idea. What's included? Can you buy lift tickets there? Would there be lockers? Can I buy a breakfast burrito? Would the vision be to one day run TRAX there, especially by 2050, your supposed timeline? This document is woefully sparse on details that are extremely important to the actual realization of any of this. Now, on to the actual issues.		
	1. Would there be any "whistle stop" bus service for backcountry skiers? Right now, the plan only allows for backcountry skiers to bus to Snowbird (which is mostly useless), or to Alta (which would require a long walk or skin up the road to the North side of the road). White Pine is a very popular spot, and plenty of people go off on random adventures all the way up the canyon. Is there any plan to cater to this need? Or do backcountry skiers only have the option of driving? It seems like having every 3rd bus in the AM as a whistle stop would easily allow skiers to get off wherever they need while still allowing for the bulk of bus passengers to get to the resort, perhaps as little as 5 minutes slower. Buses coming downhill would all stop as space was available. And if that wasn't working, you could run a bus every 30 minutes that started out empty at the top and collected non resort skiers on the way down. Or some other timing that made sense...		
1322	2. Why was the option of BUS ONLY, with restricted cars for the mornings never seriously considered? This has many benefits, massively decreased cost in not requiring road expansion (easily offsetting the increased cost of many more buses), and would offer fast transit by having essentially empty roads. It would be busier in the afternoons, but not drastically so if those wanting to get after it all had to take buses. This omission is very disappointing, and I think, irresponsible. If you're looking at realistic, cost effective options, this should absolutely be considered. Think outside the box! It would work! It would be amazing! Please refer to my earlier comment about behaviour - if no one could drive, the buses would be just fine.	Stephen Rideout	Website
	3. What about a check for tire/chain/4WD restrictions? Is this assumed? Most assumed things were mentioned - this wasn't. This also seems like a considerable omission. Slide offs are a huge source of delays, so why not make funding for tire checks permanent on weather days and part of the funding for the project? This is an opportunity to actually fix things - please think this through. Or mention why it isn't included.		
	3. Why would the toll be in the "Upper Canyon"? This seems like a bad idea. How many skiers only go part way up? A few BC skiers, sure, but a minuscule amount when compared to the bulk of resort skiers. This seems like a way to cause a cluster half way up, and require traffic to back up on steep, slippery slopes instead of in the relative flats at the mouth of the canyon. It could also be combined with a tire/chain/4WD check and make the process smoother and safer for everyone. Some cars would get up there and be surprised by the toll. Some would want to not pay. Some would yell. Some would make a scene. Some would turn around. It would cause mayhem at times, almost certainly. Most of the mayhem could be avoided by locating the toll at the bottom of the canyon, where every other toll I've ever had to pay anywhere in the world is located. People EXPECT to pay tolls at the start of things, not halfway through.		
	4. What about plowing? This is a serious issue - right now the plowing is woefully undermanned. I've been at the intersection of Fort Union and Big Cottonwood at 7 am on a powder day with 12+'' of fresh snow across the entire intersection, cars spinning everywhere, and nary a plow to be seen. It's irresponsible and unacceptable, and this document doesn't have a single comment about this issue. This, by the way, is something that can be fixed RIGHT NOW, and doesn't need an EIS to determine. Ask the state for more funding. Reference ski tourism income and I suspect the legislature would be willing to provide more money... Again, mentioning these things in some capacity in this document would go a long ways towards getting public buy in.		
	Thanks for your hard work. I know this is challenging. Keep up the hard work. And be true to the process, not the politics.		
1323	I support gondolas as the best option for everyone	Caitlin Moushall	Website
1324	The gondola is the most environmentally friendly while also being efficient and comfortable. I think that would be your best option. I think a parking structure at the base of the gondola would be a good modification to the plan, though. It will encourage more people to take the gondola option rather than trying to drive.	Story Picard	Website
1325	I live in SLC and I'm an Alta skier and frequently hike/run at Alta in the summer. I strongly prefer the proposal for a gondola up Little Cottonwood Canyon. Not only would this solve our congestion issues in LCC, it would be an impressive ride that would attract a lot of attention in the ski community worldwide. I feel that individuals would be more likely to actually choose a scenic gondola ride vs a bus ride up the canyon. As an alternative to the gondola, I would certainly also support adding an additional lane for buses and increasing frequency of busing up the canyon.	Holly Gurgle	Website
1326	I think the gondola is the best option - but there needs to be a parking area at the base or there will not be incentive to use it. I think it fits within the skiing ambience. I think people are more likely to ride a gondola than they are a bus because gondolas have a better reputation as being a nicer way to travel.	Brandon Rock	Website
1327	I favor the option that would expand bus service along with existing roads. It would cost more, but I think people would be more willing to use this option over the others since it would only take about 30 minutes to get to the ski areas versus an hour. In my opinion, it does not make sense to build out a less expensive option if better people would use it.	Mark Thuesen	Website
1328	I support the Gondola option with an addition of better parking so access is direct to the gondola- thus increasing ridership. These canyons are Utah's precious resource of natural beauty and needed tourist revenue. I want to keep these canyons a wonderful experience for generations to come and a gondola seems like the the most lasting and lowest impact on environment. Additionally it is less likely to be affected by weather conditions which the canyons experience (and need for good skiing!).	Jamie Covington	Website
1329	I have been riding the UTA bus to Alta for 10 years. I see Car after Car after Car with one passenger going to the resorts. I am FOR enhanced bus service, not widening the road which just allows for more single passenger cars!!!. Widening the road and a gondola are environmental disasters, the canyons are pristine environments, I can only imagine what either of the two options will do to both big and little Cottonwood Rivers. How about more lockers for people who want to ride the bus but find ski boots and skis a difficult maneuver on the bus. Find ways to encourage bus ridership, rather than destroying our canyons with a gondola and widening the road. Once our Canyon TREASURES are gone they are gone forever. Every person from out of town I ride up with on the Alta lift tells me how lucky I am to live so close to these treasures, lets do everything we can to preserve them, Profit and development should not rule the day!!	Ann Hoagland	Website
1330	Yes	Jack Wiley	Website
1331	do it	Josh Cox	Website
1332	Being a life long Utah resident and recreational user of both canyons, I agree with Alta Ski resorts recommendation - We have requested UDOT to modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. We believe this change will facilitate and encourage use of the gondola and allow more of its capacity to be used.	Shay Wyatt	Website
	I think all the options have merit and that the lowest cost solution will be selected. The most important thing is that property need to be purchased to make any of the alternatives happen. The sooner these purchases happen the better. People need to be able to make decisions about what they are going to do based on what the plan is. People are not going to buy property in the area until they know how they are going to be impacted.		
1333	The parking facility at the hub of all of these system is going to be a big investment. Please don't underestimate the size needed. Security also need to be addressed. The study need to be more encompassing. Do not leave outstanding costs like power, water, fuel sources out of the study. We don't need another prison relocation study that underestimates the need and omits the significant elements for the completion of the system.	Craig Hawe	Website
	I think there is an omission in the study. All plans need better bus service to and from the new transportation system or parking facility. It also need to identify how much longer (or shorter?) the commute will be.		
1334	Of the three options, the gondola is easily the best. Widening the road will only serve to encourage more people to drive their own vehicles, and simply adding busses to the existing infrastructure will only add to congestion. The gondola is creative and would have the least impact on the surrounding area	Christopher Johnstone	Website
1335	Please do not widen the roads! Enhance bus services without damaging the environment and endangering the watershed!	Emily Phippen	Website
1336	I would love to see a report on what weather conditions would put the gondola on wind hold, or not run the gondola at all. What a gondola rescue would look like. Also would the gondola run during the not peak season, summer, etc.	Charles Jones	Website
1337	I find the gondola concept to be the most intriguing. Its benefits seem to be the most far-reaching and hold the most potential for reducing automobile traffic in the canyon as well as limiting environmental impacts. While it is not the least expensive option, it isn't the most expensive either, and it could be the most impactful in achieving the desired transportation and environmental goals.	Cyndi Sharkey	Website
1338	The gondola system appears to be the best alternative. Separate gondolas going to Alta, Snowbird, and white pine should be considered. Having parking at the gondola lots is necessary. It would also be good to have gondolas going up big cottonwood canyon to multiple spots. The gondola systems should be available at each canyon (ie. gondolas going to the resorts in little cottonwood be at the base of big cottonwood and little cottonwood and vice versa). Widening of the road would help but only if parking lots are widened. Avalanche control and snow sheds are a must. I realize all of this is expensive, but planning for the future now will be worth the extra costs and taxes. Out of state visitors should also be required to pay a VAT to supplement the projects.	Mike Jenson	Website
1339	State of the art high speed bullet trains from the west desert parking structure another b train from the university to the base of the Cottenwoods and another from the airport with no stops in between to the gondola at the mouth of little Cottenwood. Little Cottonwood road would make an amazing ski run into the city , how's that for out of the box thinking??you could also add a HSBT from the airport to Ogden That goes to the base of the tram That takes people up to Snowbasin from downtown Ogden!	Steve Klein	Email
1340	I feel a gondola would be an appropriate fix to the problem	Britain Bashore	Website
1341	Gondola! Less crashes in the canyon, less of a need for snow tires. Probably a more expensive option, but far safer!	Madeline Afualo	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1342	<p>Thank you for being so thoughtful in the different ways you have approached the topic of traffic up SR 210 and SR 209. I was born and raised in Utah and continue to live here because of access to big and little cottonwood canyons. It is apparent that the current state of traffic in the winters is unsustainable.</p> <p>A few thoughts:</p> <ol style="list-style-type: none"> If you put in a Gondola, it HAS to be easily accessible OR it has to be mandatory. Making us park miles away to take a bus to get on the gondola while we are watching our neighbors jump in their cars and "beat" us up the canyon in their private vehicle by 30 minutes isn't going to work. If you close the canyon to all vehicle traffic except for employee traffic and bus traffic, you force the rest of us to either take buses or gondolas and then you have a steady stream of traffic that can then access the canyon. Enhanced bus system. Again, this doesn't work in the current environment. I don't take the bus because the bus gets stuck behind all the cars going up. So what's the point?? If I knew by taking the bus I could get up quicker than I could in car, I would take the bus. You must control the private vehicle traffic going up the canyon in the winter. How have you proposed to do that? it's not apparent to me in the materials I've studied online. There has to be a limitation on private vehicular traffic in the winter. Maybe that's a lottery system. Maybe it's season pass holders. But if you put a gate in at the bottom and limit buses and those w/ access, then everyone else is forced to use gondola or buses. And if you do this, buses need to leave every 5 minutes during peak hours. We can make this work here. They do it in Europe. We just have to change our mindset, we all can't have our cars up there. <p>Finally, I am a huge cyclist. So please please conserve the biking lanes and biking access to our mountains and wasatch blvd as you make your final plans.</p> <p>I would be in favor of the proposal with enhanced bus access with roadway widening, mostly because as I mentioned I am a cyclist and hiker and would love to have that access available in the summer.</p> <p>I would not be opposed to a gondola, I just don't want us to waste millions of dollars on a gondola that nobody uses because they can still just drive up and you can't even access the gondola because the traffic is backed up to stand still for hours on wasatch so you can't even GET to the gondola.</p> <p>Thank you, anne perry md</p>	Anne Perry	Website
1343	The gondola may be the most environmentally friendly but who will pay for it and will the riders have to pay for each ride? The UTA already has buses and the fare is part of the season ticket. I think the road should have a designated bus lane and more parking before entering the canyon. Perhaps the road can be made into 3 lanes with one a bus lane. As the day progresses, the bus lane either is upbound or downbound.	Janet Rozelle	Website
1344	I support a gondola. The road should be closed to all public traffic except essential services, employees and residents of the canyon	John Kestle	Website
1345	I fully support this project. This will bring transportation options to the community that are environmentally safe.	Nick McNeil	Website
1346	I am a fan of the gondola option. Thank you.	Kristin Burrows	Website
1347	Summer bus service with stops at the major trailheads would be important. Also there needs to be a deterrent/incentive to not drive your car into the canyon.	Lance Baxter	Website
1348	I would prefer enhanced bus service option. I think the Gondola would be too devastating to the environment and the watershed.	Mimi Levitt	Website
1349	I support the enhanced bus service with road widening option. I have been an Alta season pass holder for the past several years. I have skied at Alta for nearly 50 years. It is my opinion that the automobile traffic in Little Cottonwood Canyon became a HUGE PROBLEM due to the IKON and Mountain Collective pass holders. Perhaps Alta should consider a parking area for Alta ONLY season pass holders. Time and time again I observed issues with automobiles which are not 4 wheel drive or equipped with chains which seem to be at the root of traffic congestion. Once last year it took nearly 2 hours from Alta to drive through the bypass road because of automobiles which were not 4 wheel drive and not equipped with chains - they could not get up the incline. It appears to me that these bad behaving folks are never ticketed and I believe ticketing would be a very good start (allocative planning - RIGHT NOW) while you work towards an innovative plan.	Steven Panter	Website
1350	A gondola sounds like a lot of fun!	Emmalee Larsen	Website
1351	Going to school in Utah I was always looking for great date night options. A gondola up the mountain sounds like a really fun, safe, and affordable option.	Seth Taylor	Website
1352	Utah's air quality is bad. We need a good solution to help as much as possible. It seems the gondola does just that.	Libby Lloyd	Website
1353	I love gondolas! It would be a great addition to our state.	Izzy Arrieta	Website
1354	As an avid skier, I would love a gondola option to get up the canyon with ease. It's always a hassle trying to find parking and lugging my ski's. A gondola would ease that a lot!	Jacob Tonks	Website
1355	Frequently when clients come to town they ask for fun outdoor activities that aren't too strenuous. I think they would be impressed by a gondola.	Rob Kuttner	Website
1356	Please don't widen the roads in Little Cottonwood Canyon. That wildlife is such a great part of our state. The gondola would do much less damage to the area.	Cassie Austin	Website
1357	With such a large family it takes multiple cars to get us anywhere. A gondola would be a really fun transportation option for a family activity.	Bill Davies	Website
1358	Please choose the gondola :)	Dallas Lloyd	Website
1359	Taking a bus up and down the canyon can be really stressful with it being so crowded. I would much prefer a gondola as an option.	Sarah Evans	Website
1360	I haven't skied in years because of the hassle to get to Snowbird and Alta with traffic. If there was a gondola I would definitely go.	Greg Larsen	Website
1361	I grew up right next to Little Cottonwood Canyon. It would always take forever to get up the canyon resulting in an unhappy mother and father. I wish we had had a better option to get up the mountain that would have enhanced our family outings. As I become a father in the future I would appreciate the steps forward to help my family make the most of our time. I believe a gondola would do that.	Tanner DeWaal	Website
1362	My favorite part of going up the canyon is nature. I would be so enthralled to see it from a new perspective in the sky like a gondola would offer.	Cici DeWaal	Website
1363	Our world is heavily affected by carbon emissions. If we can do anything to help reduce our impact on our environment, we should. Please pick the gondola!	Ben Liljenquist	Website
1364	As the wife of a former Utah senator, I have paid close attention to issues in Utah. I believe our economy would see a great impact from the gondola and the revenue it would create. Particularly if it was connected to LaCaille as a base station.	Brooke Liljenquist	Website
1365	Air quality is important to me. I support the gondola.	Michael Milkanin	Website
1366	A wider road doesn't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have, everyone is stuck in traffic.	Eiiza Summerhays	Website
1367	Too many times people get stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely.	Kaydee Bair	Website
1368	I love Utah. I call it my own since my parents moved here and I go to school at BYU. I want it to be the cleanest it can be and for me, that means great air quality. I am a performer and I really notice when our inversion gets so bad that it heavily affects my abilities. Let's not add to the problems we already have. Choose the gondola.	Luke Rands	Website
1369	I love my trips up the canyon. Recently I have sustained a shoulder injury that makes driving long distances painful. I would appreciate the gondola as it would let me tend to my shoulder pain with easier adjustments and standing than a car does.	Nancy Reeves	Website
1370	Gondola all the way. It would be so cool!	Brayden Newby	Website
1371	I love the outdoors and the beauty Utah offers but sometimes I don't have time for all the activities because of traffic so I don't even attempt to do those activities anymore. I think the gondola would eliminate a lot of time constraints with its consistent schedule which would allow me better planning for activities.	Iida Mason	Website
1372	I support the gondola as a form of transportation in the canyon.	Ann Williams	Website
1373	I am in favor of the Gondola for Little Cottonwood Canyon, but like Alta, I want to modify the plan to include a parking structure at the base of the gondola station. I would have to drive way out of my way to park in the gravel pit lot and therefore would not take the gondola. But if the parking was at the base of the gondola I would definitely take the gondola. No matter which of the 3 plans is adapted I feel these changes need to be. If it is snowing OR GOING TO SNOW THAT DAY, the 4 X 4 sign should be on EARLY. 2. If it is snowing or GOING TO SNOW THAT DAY, the police should be at the mouth of the canyon checking for SNOW TIRES. 3. If it is snowing or GOING TO SNOW THAT DAY UDOT should assign 2 snowplows to CONSTANTLY go up and down the canyon road ONLY. Not plow and then come back later. Sometimes when it just starts snowing the road is VERY slick and if they were right there ready it would prevent many bad drives!!!! 4. Everyone should be allowed to have their car inspected and get a sticker showing they have the proper tires. 5. Local Rental Car Companies should be required to have snowtires on the cars they rent to skiers.	Joyce Sanford	Website
1374	As a Cottonwood Heights resident, we support Alta's position. The gondola option seems best. However making people bus from the gravel pit seriously degrades the attractiveness of that option. If parking cannot be accomplished at the base of the gondola, I fear the money spent per passenger would end up making this the most uneconomical option by far.	R J Clark	Website
1375	Our second choice would be the enhanced bus service with a widened road.		
1376	The gondola is the most environmentally conscious option. I also believe that the gondola will have the greatest reduction in traffic up the canyon by vehicle. This is important because it only takes one car accident to cause delays and ruin everyone's ski day. Thank you.	Dennis Morgan	Website
1377	Do not support the gondola! What an eyesore, it will ruin the magic of the mountains	Anastasia Fullerton	Website
1378	I am in favor of using a sustainable Gondola system in little cottonwood canyon. As someone who lives nearby, I recognize that us Utahns are blessed with our surrounding landscapes. Public transportation is obviously better than individual, but allowing the wide roads to encroach into the natural areas, even for buses, only moves us humans toward an ugly industrial world. It's time to be environmentally conscious.	Ben Smith	Website
1379	I'm a frequent user of the canyon in all seasons, including holding Alta season passes. I prefer option 3, the gondola system, for increased speed at relatively reduced cost. Option 1 strikes me as pointless, as having more buses is useless if the buses just get stuck in traffic. Option 2 is better than Option 1, but costs more than Option 3 and would be more disruptive to the canyon to build.	Benjamin DeMoux	Website
1380	As a frequent visitor from out of town (been coming for decades). I like the gondola for day use but would be concerned about it when bringing bags for a week stay. Maybe allow hotel transport and buses on existing road with the gondola for day passengers? Or would gondola have luggage space?	Bruce Savett	Website
1381	I highly prefer and recommend the enhanced bus service with road widening. Enhanced bus service alone will not help because once the roads become clogged, then the buses can't move either. The gondola is a ridiculous idea that would ruin the skyline, not too mention be extremely expensive. Plus, how would you get enough people up the canyon to make a real difference. However, enhanced bus service with a dedicated lane could make a helpful difference so although even this idea is not perfect, I believe it to be the best option presented at this time. Thank you	Brian Perkes	Website
1382	I would love to see a gondola placed in the canyon it would be so awesome	Tanner Hart	Website
1383	I support a modified Gondola option similar to Alta Ski Resort's recommendation. Build a parking structure at the base gondola station. I am a resident of a cabin in the Albion Basin and want to protect this great resource of LLC.	Scott Muir	Website
1384	I support the gondola option.	Kara Peters	Website
1385	We greatly prefer the gondola option with parking at the base gondola station. It will be more convenient, operate in a wider variety of weather conditions, and is better for the environment.	Heath Watkin	Website
1386	I think the committee should consider the gondola option with addition of a parking station at the base. Ultimately, we have to be thinking about user experience. Are people going to stop driving if they have to wait for a bus AND THEN a gondola?	Garrett Brucia	Website
1387	I know that there really isn't a good solution to the issue at Little Cottonwood, however I do prefer the gondola system over the others because it limits traffic in the area, which makes it safer for people to walk.	Adnan Uzeirbegovic	Website
1388	a gondola option would allow a constant flow of resort users up and down the canyon without creating bigger bottleneck in the parking situation. additional parking could be built at the base of the canyon without serious construction where space is limited	Rannon Byington	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1388	I like the Gondola option however you will need to figure out a parking structure at the gondola base to get people to ride it. Particularly locals on a powder day. On a powder day having to get on a bus and then the gondola I believe will be a disincentive to the local powder hounds. I would really use the gondola as most of my winter travel up LCC is to get to the White Pine trail head which needs to be enlarged and have a safer way to exit.	Scott Paine	Website
1389	I love the gondola proposal, but only if there's parking at the gondola station. If the gondola also requires a 10-minute bus ride, it's too much additional time and many people would end up just driving all the way up the canyon anyway.	Joe Swindler	Website
1390	A gondola would be a beautiful idea and it sounds effective for controlling traffic and reducing pollution in the canyons. Parking would need to be added of course!	Brittany Bates	Website
1391	The gondola option is, by far, the best option as it is both economically and ecologically sound. It also presents a uniquely reliable transportation solution given the oftentimes dangerous road conditions. However, there must be on-site parking at the base station. This will be a bold solution to a difficult problem that will enhance LCC for decades to come. Nice work.	John Furton	Website
1392	<p>There are many issues with the proposed solutions, growth for future capacity, cost of maintenance, reducing traffic, and efficiency. The current options may work for the current load of passengers going up the canyon or number of passengers in the next few years. However, they have no ability to expand capacity to handle an increase in the number of people wanting to go up this canyon. Gondolas are limited on their capacity, buses are limited to the number of buses you can drive on a road at a time. A train however, with double tracks has significant amount of ability for growing for future capacity. Problems just like this have been solved in Switzerland using trains, not buses and gondolas because these solutions cannot grow for future capacity.</p> <p>The cost of maintenance for the buses is high in comparison for the gondola and according to Increasing the Capacities of Cable Cars for Use in Public Transport article in Journal of Public Transportation, Vol. 19, No. 1, 2016, there is extensive maintenance and controls that needs to be planned for the gondolas. I don't think this maintenance cost has been apparently planned for in the proposal based off this journal and according to this article, https://www.telluridenews.com/news/article_b8ec1825-c8bd-57ea-9a95-10330e9a5803.html#:~:text=The%203%2Dmile%20long%20gondola,million%20for%20maintenance%20and%20employees. UTA plans to install about a 8 mile long gondola which is over twice the length of this gondola in this article. The number of employees is would need to be more to operate the increased amount of travel and the length is longer. Thus the maintenance cost in the factsheet is a low estimate, maybe closer to \$6-9 million/year. There are other limitations with the gondola: Speed limited to 43.2 km/h, capacity of people is limited, suitable only for distances up to 7 km, wind resistance normally up to 18 m/s (65 km/h), difficult to rescue people from aerial cable cars, expensive infrastructure, no heating or air conditioning in cabins, and potential negative visual impacts of cable cars (Increasing the Capacities of Cable Cars for Use in Public Transport article in Journal of Public Transportation, Vol. 19, No. 1, 2016). The proposed gondola line is longer the the suitable distance for gondolas, how will UTA address this? Has special technology been developed to address this issue? The line proposed is almost 13 km. Buses are affected by weather and also have a high maintenance cost. Trains are not affected by speed limitations if the track is built correctly, the capacity of people is solved by adding more cars or coupling another train, trains do not have a limitation on suitable distance, are not affected much by winds, are not difficult to rescue people from trains, the cabin is air conditioned and heated, and the trains can offer a great view of the mountains and great looking trains are not negative visual impacts.</p> <p>All of the options presented require a busing system. This thus pushes the traffic else where, or down the canyon into the city, rather than putting the traffic on UTA public transit system. Connecting a train from TRAX or Frontrunner up to Alta and Snowbird would remove this traffic on roads close to the canyon, thus freeing up the congestion close to the canyon. This train could even eventually be connected up to Park City and thus a lot of congestion up to the ski resorts could be pulled off all roads close the mountains and people could drive to the near by Frontrunner station, TRAX, or take a bus to the new train line that would go up the canyon.</p> <p>It has been already shown that train travel is more efficient than car, bus or airplane. Here is a resource for starters. http://www.bayrailalliance.org/why_trains/ At first glance, my preference would be for the gondola. Simply, it removes cars from Little Cottonwood Canyon. Alta's recommendation for a parking garage at the base of the gondola sounds good, but I need to do more research on the subject. I have visited Telluride, Colorado, to my knowledge the only other gondola serving a ski area similar to what is being proposed. It is an excellent solution to the problem of removing cars from a mountain highway. Dave</p>	BENJIMAN POTTER	Website
1393	Having skied at Alta with family for nearly 60 years I support the modified gondola proposal. Bus service is not enough, and widening the road for traffic would destroy the magnificent canyon.	David Spencer	Website
1394	Please, please don't widen the road. It's already busy enough up there and it would disrupt a lot of beautiful and classic climbing, hiking and biking areas.	Pam Tanner	Website
1395	Gondola is the best option for little cottonwood canyon.	Natalie Millgate	Website
1396	Hi Josh and others it may concern,	Lukr Kingskey	Website
1397	Please see the attached letter voicing our company support the LCC gondola. We look forward to collaborating and supporting your efforts in the matter. Please feel free to contact me anytime with questions or concerns.	Shawn Marquardt	Email
1398	I strongly agree with and support the Town of Alta's proposed modification to the Gondola proposal. That is, add a parking lot at the Gondola base station. Taking the mandatory bus ride out of the equation removes a, doubtless, long line in addition the long line that will ensue for the Gondola. Furthermore, packing skis and equipment once, from car to Gondola, rather than twice, from car to bus to Gondola will considerable ease the burden on the public, especially seniors and families with young children. Thank you for your consideration and for finally getting to the difficult step of implementing a solution to LCC's congestion dilemma.	ANDREW WALKER	Website
1399	UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual office, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding traffic calming design and whether that will fit into existing space without removing houses within the road section that includes eleven-residential streets within the Cottonwood Heights city boundaries	Davis Phillips	Website
1400	UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual office, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding heightened vehicular-sourced oil, other toxic lubricants, tire rubber and other airborne particulate matter to the water sources of Big Willow and Little Cottonwood Canyon streams. See Salt Lake Water District regulations.	Chantal Papillon	Website
1401	as a skier, the gondola is an appealing option as it will hopefully allow for skiing on deep, avalanche days! but what are towers going to do to surrounding wilderness and how will they be engineered to withstand the avalanches of LCC?	Alexis Kerr	Website
1402	thank you UDOT for all the work you guys do!	Jim Stout	Website
1403	I think the gondola is the best idea. Anything to keep the traffic to a minimum and still provide access to all.	Brittney Elison	Website
1404	I as a resident of cottonwood heights do not approve and am not in favor of widening Wasatch Blvd.	Grant Nickle	Website
1405	The gondola and bus system seems great to me but it would be a mistake to erase all public parking areas in the canyon. Perhaps a limited vehicle capacity during the offseason would work best, that way climbers, bikers, hikers, and trail runners could still be a part of their community and enjoy LCC but in limited numbers. I see this as allowing passionate individuals to continue doing what they love but traffic from car-meets and people just looking to "go for a drive" for the sights would decrease. The sightseers could pay to use the gondola and people who don't actually want to participate in the outdoor community can find another place to take instagram photos.	LINDSAY DRACH	Website
1406	As a resident of Cottonwood Heights, a passholder for many year at Alta, and frequent user of the canyon year round I think its key the encourage consolidation of people BEFORE we get to the canyon. I prefer the Gondola option.	Leo Epstein	Website
1407	I'm 23 years old, and a large concern of mine is this: Assuming the Gondola is chosen as the option to move forward with, what types of permits will it use to be put into place, and would these permits allow for expedited investment from Vail or Alterra to connect the Wasatch to Park city. I personally do not want to see more giant Gondolas moving people into the Wasatch from the Park City area.	Brad Dickter	Website
1408	Utah and UDOT must be committed to minimizing private passenger vehicle traffic. Therefore the only proposal that drives behavior change is enhancing bus service WITHOUT roadway widening. If you build enhanced lanes for buses, that doesn't dissuade private passenger vehicles, cars just get their own lanes without being stuck behind buses. If you build a gondola, people will want to bypass the "slower" process and drive themselves up canyon (even if driving isn't actually faster). Buses (without private passenger cars) are scalable and can be updated much more easily than additional roadways or a gondola system. Please proceed with enhanced buses with no roadway enhancements.	Fraser Nelson	Website
1409	Please add a gondola to Alta and Snowbird but add a parking lot at the base where the gondola starts. A bus to the gondola makes no sense and I dont think people will use it.	Spencer Dirats	Website
1410	Dear UDOT folks, To be completely upfront, I'm not more attached to any one of these three proposals than another. More than anything, I'm just excited that we (as a city) are having a serious conversation about addressing the traffic congestion in the Cottonwood Canyons. No matter what, I think that the additional Mobility Hubs will be tremendously helpful and will address a significant part of the problem. That strikes me as an important place to start. I'm a little bit nervous about the environmental impact of the proposed road-widening, but I also trust that you're taking advice from people who know more than me regarding that. If you widen the road with a bus lane for peak winter season, would it be possible to designate that lane for cyclists in the summer? As someone who works up BCC, I have had incredibly positive experiences with the UDOT Cottonwoods team. I literally couldn't do my job if you all didn't do yours as well as you do. I also participated in your pilot sticker program this winter for storm days and thought it was excellent. I seriously cannot emphasize enough how appreciative I am for all of the good work and hard work you guys do. I totally trust that you'll come up with a plan that will make a hugely positive difference in our experience of these canyons. THANK YOU!!! Sincerely, Spencer	William Parrett	Website
1411	Overall I'm excited by the proposals to help winter access up the canyon, but reading deeper into the Alternative Components Tab, I think it would be a mistake to remove all roadside pull offs thus limiting parking to paved lots. As an avid skier and climber these pulloffs provide the some of the best access to climbing and skiing lower in the canyon particularly Gate lease roped climbing, plus 5 Mile, Riverside, Gate, The Hill, The Swamp, and Far Side bouldering.	Brian Stillman	Website
1412	I am worried that this proposal does not provide adequate parking/access for summer users and urge the committee to re-consider these options.	Wayne Johnson	Website
1413	I would like to think that buses alone will solve the growing problem but it seems more likely that a Gondola is going to be needed. That's going to require some extensive parking so as much as can be done now to widen the roads to what will be the new destination/parking lot's I see is underway in planning and will be necessary. The reality of widening the shoulder knowing much about what it would take to retain a roadway on the creek side is not a realistic concept to pursue.	Jason Shumaker	Website
1414	No more band aids time for a gondola buses are often overloaded or empty very difficult to transport skis a d dangerous impossible with small children Enhancing a resource we already have (buses) is a good start. A real issue is parking. More responsibility should be placed on the resorts since they are benefiting from people travelling in the canyons. The resorts need to produce more parking on the hill and at the base of the canyons. Without proper parking space these solutions will only solve part of the problem.	Josh Rieders	Website
1415	This is an easy and inexpensive solution that works out best for everyone. Simply run both lanes in the same direction during the peak hour or two in the morning. So what if a couple cant come down. If its a medical emergency have a protocol on place. There is no need to spend money and ruin the natural beauty to widen the road. Add some buses and build a large parking lot in Sandy where people can park and use it as a hub for the buses.	Craig Hatton	Website
1416	A gondola will look bad and wont help more than the buses. If people are concerned about Covid type situation I can help direct you to companies that have air and surface solutions that will make buses and trams safe. The key here is change as little as possible and improve the situation. I have been in that traffic and I know its a mess but just run both lanes up at the same time. More parking with a bus terminal is the cheapest and best solution while preserving the beauty of the area.	Elise Heath	Website
1417	Gondola!		
1418	Whatever solution is adopted, I believe the public transportation needs options to stop at the trailheads on the way. A tram straight to the resort would not solve the problem of trailhead congestion (especially in the summer)		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1417	Please increase bus capacity and either high-speed toll for private cars or even outright ban private cars at peak hours. It is impossible to get up the canyon many days. The gondola is a boondoggle. It would take forever between the parking for the bus and the transfers, and won't run in the summer anyhow. Make the bus free, make cars expensive, and make it so people can get off the road.	John Harrison	Website
1418	I agree that overall there should be an update to Little Cottonwood Canyon due to congestion. My only addition is that I agree that the modified gondola alternative with addition of a parking structure at the base is important (agree that would allow for more of its capacity to be used), I would just emphasize that the enhanced bus service would also benefit from a parking structure at the base of the canyon. While this will inhibit some of the amazing views this city has to offer I think the benefits outweigh the downsides. Thanks for looking into all of this to update activities our wonderful state has to offer!	Jonathan Harrison	Website
1419	I think there needs to be more study's on the impact of climbers and bikers for the current proposals	Marisa Cones	Website
1420	I work and ski in little cottonwood canyon and as someone who rides the bus most days of the week, I would LOVE to see increased bus service. I think widening the road would do very little to solve the traffic woes of the canyon. We need more buses and less cars. A gondola in the future would be great but I think increased bus service until gondola plans can be worked out is the way to go. Thanks for all you do!	Madeline Casey	Website
1421	RE Wasatch Blvd Expansion: UDOT's Imbalance-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding effect of fracturing of approximately 8,000 resident Cottonwood Heights community with a high-speed highway.	Maia Ermakova	Website
1422	I am in favor of the Bus Only option. I feel that the road widening and the tram/gondola options will only serve to impact the beauty of the canyon. The ski areas are already at capacity several times during the season and therefore, more people in the canyon is not what is needed. The towers of a gondola system would ruin the views of the canyon 24/7/365. Not an option. Widening the road only creates more private vehicle usage. Buses only keeps the canyon pristine, as possible, yet allows for a cleaner environmental impact.	Roger Davis	Website
1423	Gondola for the future. Extra lane for buses for now. The gondola should have a stop White Pine lot and then Snowbird and Alta. Extra lane for buses should be put in place when possible. I hate to say this, but a gondola over Twin Lakes pass and through Guard Road to Park City for the future. I would gladly give it all up if respect for one another would return' and 'care for the Wasatch old trees', otherwise I hope the economy will turn upward and we find a vaccination for sars-covid.	Deborah Read	Website
1424	I am in favor of plan one or plan two. If we go with plan 2 then in the summer the cyclists would have a place to ride rather than in the traffic lane. Not in favor of the gondola.	Leslie Woods	Website
1425	I vote for the gondola option. That shows the best expansion option to serve both canyons in the future and anchor them to parking garages on the bench.	Brian Bradley	Website
1426	Gondola for the people!	Katie Larsen	Website
1427	I support a third lane that acts as a flex lane. It adds a second lane up in the morning and changes to a down canyon lane in the afternoon. The lane is monitored and only open to buses and carpools of 4+	Ben Anderson	Website
1428	A gondola is a waste of money and will only move the congestion to a different location. I fully support increased lanes, avalanche tunnels, increased busses and valley parking.	Perry Hall	Website
1429	I believe option 2 the roadway widening will be have to most impact and be utilized for the future. The Gondola would be 2nd but the cost and congestion to get to he Gondola will cause issues	Taylor Miller	Website
1430	I'd like to support the Gondola option, more specifically the alternative site using the La Caille Base Station to help solve transportation issues for Little Cottonwood Canyon. The canyon needs a safe a reliable solution for transportation into and out of the canyon especially during winter.	Robert Rousselle	Website
1431	Thank you for the opportunity to continue to be involved in the process of the Little Cottonwood Canyon Environmental Impact Statement. I think that UDOT and its partners have outdone themselves in ensuring that the public has every opportunity to provide their input. I have recently been briefed on the proposal to run the gondola up LCC, not from the base of the canyon, where it would tend to exacerbate already distressing traffic congestion, but from a location on SR-210 (N. Little Cottonwood Rd), just east of the Granite Oaks subdivision. As a former chair of the Granite Community Council, I have heard and read endless complaints from residents in and around the triangle who can't get in/out of their homes during canyon closures, which seem to become more frequent and longer-lasting. In your statement of purpose for improvements to LCC and the communities which lead to it, you write about an "integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters...while preserving the value of the Wasatch Mountains." While in the past, I have supported the concept of snow sheds in the canyon, the fact that there are actually 64 avalanche paths, and many others than the three main ones that would get sheds have been responsible for significant avalanche problems (particularly in the last year), has made me rethink that logic. I don't think the costs outweigh the benefits on this proposal and that many organizations and people who want to preserve the canyon are vehemently opposed to this concept. This doesn't seem to 'preserve value.' I think that, given recent winter episodes with buses in the canyons creating more severe traffic and safety problems, and the reality that expanding the number of lanes will likely be even more expensive than predicted and again fought by environmentalists and other canyon lovers, I'd like to see more, and more effective, bus service outside the canyon leading to the gondola. This relates to preserving mobility and safety. I do like the idea of having more, smallish, paved parking lots in the canyons for hikers and climbers, to keep their cars out of the way of vehicle and bicycle traffic. A parking structure does not belong at the mouth of the canyon. One that is basically hidden from most views and located close enough to the canyon to make the gondola design still work, can keep most buses out of the canyon. The one proposed by CW Management Corp. would seem to fit these needs. In listening to/discussing this proposal with Chris McCandless, he spoke to both a mobility hub at the gravel pit (apparently sale still pending) and at the Highland Dr./9400 S. lot (owned by UTA), which will be quite effective in keeping many cars from the mouth of the canyon. My husband, Tod, also suggested the consideration of an additional hub site (unknown location) in Draper, that could bring traffic up Wasatch Blvd (or possibly up the future Highland Dr. extension). Other benefits of the gondola are that it can be black/grey? in color, which can make it nearly invisible from afar (more palatable to those who love the natural canyon); it can provide emergency egress (which is becoming a greater issue with the global and local threats of increased numbers of wildfire, not to mention earthquakes); and that it moves a great number of people in a short time. Both ski resorts favor the CW Mgt proposal and will pay to use it for employees and season ticket holders. Also, the canyon will be so beautifully seen from a gondola that both locals and tourists will tend to use it frequently. Combined with a reasonable toll on vehicles based on vehicle occupancy, this should help us make canyon transportation serve our future increased population. The cost of tolls might also take into consideration how much pollution a vehicle creates: electric w/HOV gets lowest, hybrid medium, etc. Use of electric buses to the gondola station is strongly supported to help reduce air pollution. Chris also spoke about the possibility of having a single free bus, at least during non-ski season, that keeps making a loop from the gondola station up the canyon, stopping at all the hiking and climbing locations only. This seems another great idea. Both the initial cost and O&M annual costs of the gondola seem preferable to widening the canyon, as is long-term replacement costs (gondolas apparently last 40 years). Other issues: I know that many residents in Cottonwood Heights, along Wasatch Blvd, are already upset about traffic (especially speeders). If we do some sort of lane widening, I'd prefer to see minimal widening, preferably either for bus service/HOV or a reversible lane. [we had these in Puerto Rico 40+ years ago, called "Gentleman's Agreement Lanes," with no signage, lights, nothing...maybe a few accidents, however]. I strongly recommend that to reduce speeding, UDOT make the signals along Wasatch Blvd more synchronized and place frequent signage saying "Signals Set for 40 (or 50?) MPH." This has worked elsewhere in the country. And UDOT might suggest that CH get their police out to write tickets for a while. Thanks for the opportunity to have input. Mary Young	Mary Young	Website
1432	For me there are only a few things that matter in this decision: 1) Cost 2) Speed 3) Environmental impact 4) User experience / tourism draw When factoring in all four criteria, the Gondola is the clear choice. Below, I describe how the gondola compares to the two bus options. Gondola against bus option one 1) Price: The gondola is significantly more expensive in initial costs; however, in maintenance costs, it is twice as cheap. I calculate that the gondola reaches cost parity (without applying a discount rate) with bus option one in twenty-five years. So while bus option one is cheaper, its advantage is not as great as it is initially appears. Over the span of the entire project, it may actually be more expensive. 2) Speed: The gondola is slower than bus option one by ten minutes. While significant, I don't consider this a major disadvantage. 3) Environmental Impact: Both the gondola and bus option one offer minimal intrusion into the LCC environment beyond what is currently present. I view them on roughly equal grounds. 4) User Experience: Lastly, there is the user experience and tourism draw. I personally find the idea of riding a gondola much more scenic, novel, and appealing for those who are prone to motion sickness (no road curves in the back of a bus, just a straight line). The gondola's advantage in user experience is so large that it may entice tourists to choose the LCC over other ski areas to which they have to drive including those in other states. To conclude, I view bus option one as slightly better or equal to the gondola in criteria one through three, but the gondola as far superior in criteria four. On the whole, the gondola is superior to bus option one. Gondola against bus option two 1) Price: The gondola beats bus option two in both upfront costs and maintenance costs by a large margin. 2) Speed: Bus option two is significantly faster than the gondola option. 3) Environmental Impact: Bus option two seems to be far more intrusive than the gondola as it requires substantial habitat alteration by widening the road. 4) User Experience: Speed does improve the user experience; however, for the same reasons I prefer the gondola over bus option one. I view the gondola as superior to bus option two. In summary, the gondola beats bus option two in user experience, environmental impact, and price. I do not think the reduced transit time offered by bus option two offsets its weaknesses in the other areas.	Sam Clark	Website
1433	Your focus needs to be on "LESS CARS", not wider roads. This is our states water shed, and there is an easy solution to the traffic conundrum. #1. Fix the avalanche prone areas. #2. Require all ski resort employees to TAKE THE BUS! I am one of the first patrons at Snowbird most Saturday mornings and a good portion of the parking lot is already full with non-carpooling employees. #3. Charge a larger than usual toll during peak hours to encourage bus riding and car pooling. Thank you for being an advocate for our Canyon. PLEASE PLEASE PLEASE do not destroy one of our most beautiful natural wonders. Please don't poison our watershed with increased traffic. Please don't add more noise pollution for people trying to escape into the tranquility of the mountains. I am not a tree-hugging-hippie in any way, I am just a common resident who loves and cares for this canyon and want to preserve it's quaint beauty for future generations while saving the state millions of dollars. This is a logical solution that will work! Thank you.	Trina Sheranian	Website
1434	Gondola. Least destructive to the environment. I believe. What about Big Cottonwood Canyon?	Gary Fields	Website
1435	I think the Gondola option is the most meaningful, cost effective, and caters to visitors and "green" conscious commuters. The devil is in the details, though. proximity of parking to the Gondola, and predictable time windows to Gondola base from parking are key. E.g., if the bus is stuck in traffic getting to Gondola base, people will not use it.	Scott Langenecker	Website
1436	Installation of Gondola.	Art Hendrickson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1437	1. How do you subsidize the falling home values, due to the excessive noise increase, when you widen the road multiple lanes. As a resident near Wasatch 4+ lanes near Bengal Blvd, the sound noise is SIGNIFICANT since that construction. Home values all the way from Big Cottonwood to Little Cottonwood will be affected by the noise. We are 300 yards away and the noise is SIGNIFICANT! 2. How do you widen the road, including excavating hillsides, without destabilizing same land/hillsides since that land lies directly on top of, or below the Wasatch fault line? Likewise how do you subsidize for home values which will be devalued by destabilized hillsides all the way from Big Cottonwood to Little Cottonwood. Some residents in that area have already had to pay north of \$70,000 to stabilize their hillsides overlooking Wasatch where you intend to excavate and widen. And of course the houses you will tear down (at now decreased value) due to widening or the destabilized land/hillsides their foundations are built on. 3. How is UDOT planning to circumvent the "Sensitive Lands" designation of the much of the surrounding Wasatch Blvd land, that they want to excavate or pave? As detailed on the salt lake county appraiser parcel maps.	Tony Pines	Website
1438	Been working in this canyon for 12 years now, we need an alternative route for when avalanches come across the road. More lanes will NOT help when this happens, it just means more lanes to clear. A gondola is the clear solution, allowing people who are trapped by avalanches a way down canyon. Also wouldn't be surprised if it ended up becoming somewhat of an attraction itself, much like the Roosevelt Island Tramway in New York.	David Fleming	Website
1439	I think a gondola is a fantastic idea for the canyon. It would add to its beauty while being an environmentally friendly choice for transportation.	Whitney Hatch	Website
1440	I visit slc a couple times a year, and rent a car to drive up the canyon. The gondola idea is an experience not just a mode of transport. I would take it just for the novelty.	Eliza Schuett	Website
1441	Road widening with a bus only lane is the smartest move by far.	Ethan Crispell	Website
1442	Busses should be running just up and down canyon. Not cross the whole county. The park and rides need to be bigger and the buss frequency needs to be more with better reliability. As well as extra busses during peak hrs and and snow days. Also buss fair should be free up and down canyon to encourage less traffic driving up.	Chris Lass	Website
1443	I guess I prefer the second option. With the wider corridor and buses running the the shoulder. Its seems like the best option.	Thomas McMurtry	Website
1444	This seems like a no-brainer! Time to limit GHG emissions and save our beautiful canyons!	Jonah Hirshorn	Website
1445	My vote would definitely be for road widening !	Katherine Shields	Website
1446	Widen the road. Make it a divided highway. Put the road on risers where there are slides/avalanches so the avalanches go underneath. Provo Canyon is a great example of this. Local environmentalists, including Mr. Redford, opposed changing the 2 lane road to a divided highway and fought it for years. Once it was built it changed the dangerous quiet 2 lane road into a safe high speed corridor that beautified the canyon immensely. Whereas there were horrible accidents with entire families dying, now there is rarely an accident there. Make Little Cottonwood Canyon safe and beautiful by building a gorgeous divided highway.	Daina Pettit	Website
1447	The gondola is the best solution. Minimize cars and pollution. Please leave 210 alone. Don't widen our country/mountain road. It is part of the charm of Cottonwood Heights. Thank you!	Amelia Ortega	Website
1448	(1) The gondola time seems very long--too long to be a viable option. (2) The current bus takes 54 minutes? Seems long. (3) Issue with bus is comfort.	Scott Mishara	Website
1449	I support the Gondola 100% with the parking at the Gondola station, please remove the idea of having to get on a bus. This gondola concept as a main access to the ski area is all throughout the Alps. United States lags tremendously with these concepts. Make the villages car less. This would be charming and better for all. Please know this is a proven concept.	Robert Waal	Website
1450	Please please please consider putting in the gondola, it is easily the best option. Sincerely, a concerned BCC skier. Considering switching to LCC.	Shayne Cashin	Email
1451	I think we should try the increase in buses first, and the designated bus lane. I think the gondola is an intriguing idea, but not well-suited for little cottonwood canyon. I like having the view of the North facing mountains as I drive up the canyon. The gondola would add more noise, and it would be an eyesore. The gondola would not work in a pandemic or in high winds. We need a transportation idea that works under all conditions.	Callie Martens	Website
1452	I think widening the road for bus service would be fantastic. It also would be great for bikers in the summer. We need more parking for bus service! I still like to drive up the canyon and would hate to see that option disappear. I think a gondola would take too long to build and take too long to get to Alta. In the mean time we run more buses while the road is widened.	Kelly Pack	Website
1453	Widen the road a make a bus lane. Buses need easy and quick parking (underground and huge so no log jam at parking) and make the buses free. No way a group of three people will take a bus if it cost \$30 round trip. If it faster and cheaper people will use it. Electric buses would be a bonus extra. Good luck with all this. I stay in the valley when I visit and right now we are considering other places to ski/buy a retirement hone because it takes so long to drive up from cottonwood heights. But we LOVE alta!	Susan Wilks	Website
1454	Hi there, though I can fully understand the need to improve access to the upper canyons, and the massive revenue that skiers/buyers bring, mainly in winter, the proposed draft is definitely centered around just that - upper canyon users. The details of reducing the Gate lot to 21 spaces, as well as removing roadside pull offs will greatly affect the lower canyon/non winter canyon users (ie. hikers, climbers, etc). Please remember that Utah is a climbing mecca and lots of SLCs residents are here for just that... the climbing, and to jeopardize or reduce the access would be detrimental to the lifeblood of why so many of us are here in the first place. Thanks for your time - Kolin & Ellen Powick (climbers that are here for the access to climbing).	Kolin Powick	Website
1455	I am 100% in favor of the gondola up the canyon; the other 2 options still deal with traffic up the canyon, not necessarily reducing traffic...	Nancy CARLSON-GOTTS	Website
1456	Hello -- we appreciate the opportunity to comment. We are absolutely against widening Wasatch as this does not solve the issue. We support enhanced bus service (with no widening of Wasatch) or a gondola (with no widening of Wasatch). We also support the mobility hub and increased bus service from SLC to the mobility hub.	Jessica Yingling	Website
1457	Since user safety is part of the Forest Service directive why hasn't limiting pass sales been considered as a proposal seeing as crowding on the mountains is already often a problem?	Phil Sampinos	Website
1458	After listening to the presentation today (6/22), it's frustrating that recreational activities that do not involve the ski resorts seem to have been completely ignored in the analysis so far. A number of options have already been eliminated without looking at the impact on recreation in the lower half of the canyon. Reduction in available parking for non-resort activities will have a negative impact on an already crowded canyon. Resort skiing may account for the majority of non-local tourists in the canyon, but planning only for resort skiing leaves the actual residents of the area sorely underrepresented. With the current parking plans, there would be a reduction in total available parking in the canyon. During the summer, there is already a parking issue for climbing access, and the climbing population is growing significantly more quickly than the skiing population. Given that there are already parking issues in 2020, reducing the parking will only make the situation that much worse in 2050. Please, consider the impacts of these changes on the canyon as a whole, not just for those who are visiting ski resorts.	Carson Darling	Website
1459	The gondola would make skiing up little cottonwood canyon a much more enjoyable experience!	Alexa Weight	Website
1460	This is a great idea! The gondola would be a far superior option than the Bus services.	Jessie Burbank	Website
1461	Single occupancy vehicles are an understandable concern however many individuals rely on that convenience and relatively quick travel time compared to the bus or proposed gondola in order to ski/ride before work. How would you address this legitimate concern seeing as a 4 hr commute doesn't allow for a viable ski day when you need to be to work by 2-3 PM	Sam Sampinos	Website
1462	Thanks for the informative presentation. For the gondola, could you add bus service from the Highland drive hub. Thanks	Herb Whiteley	Website
1463	I support the avalanche shed and road widening. I do not support the gondola. How are we not addressing the IKON pass and its effects on traffic? The pass has created and made the existing traffic problem worse. We as the public are now tasked with solving a problem the resorts have created.	Jeff Pauline	Email
1464	With as little truly environmental investigation done so far - why are you calling it an "environmental impact statement" rather than an "economic development statement"	Danielle Mariott	Website
1465	Which trails/summits would the gondola be visible from?	Danielle Mariott	Website
1466	There seems to be little consideration of the natural beauty of said "scenic byway" that is LCC. Please consider climbers, Backcountry skiers/boarders, hikers, and people that want to experience the raw beauty and nature of the canyon. I know it is a smaller percentage than those who want to take in the vistas via gondola, but please, for heaven's sake, consider why it's beautiful in the first place. It's not because it's just a nice drive.	Danielle Mariott	Website
1467	I suggest a toll be required for the canyon. The could be similar to Millcreek Canyon, where an annual pass could be purchased. This would help reduce traffic and encourage public transit and ride-share. Perhaps the toll would fluctuate: no toll on slow days, toll on busy weekend or holidays.	Mike Kimball	Website
1468	None of these options are going to solve the traffic problem. I live in the canyon and the traffic wasn't bad, except on avalanche days, until Snowbird became part of the Icon Pass. Snowbird and Alta need to limit the number of people at their resort. It is affecting us all! I know that this department cannot influence this issue, but spending millions of dollars to accommodate Snowbirds net gain is not a reasonable solution. Widening the canyon road and ruining our watershed is not reasonable. Thank you.	Zada Sheranian	Website
1469	I support the Gondola alternative	Sheryl Facktor	Website
1470	Any transportation plan that involves multiple stages is impractical and will not get people out of cars. For example, I'd be happy to take the gondola, both for convenience and environmental reasons. However, if it involves first taking a bus to the gondola, then taking the gondola, it's too impractical when juggling kids and their gear as well as my own gear. As long sufficient land is purchased to build a parking garage next to the gondola, that seems like it would be bar far the best solution and the one most likely to get people out of their cars.	Jessica Brown	Website
1471	Could we have gondolas in Little and Big Cottonwood Canyons and require every vehicle to have a parking place pass for their destination(s) in the canyons. Thank you for all who are working on these issues.	Don Gren	Website
1472	I think the gondola will be a great addition. Our family would use it and I imagine it would be a great tourist attraction to travel up the canyons using it.	Shaida Brandon	Website
1473	For overall congestion considerations as well as true long-term economic impact and environmental impact the gondola proposal seems to be an ideal choice. As well as offers safer alternative to transportation of it on the canyon.	TJ Hartridge	Website
1474	Gondola! Anything we can do to preserve our canyons, with our urban areas ever encroaching, we need to find a way to prevent the cantons from being over used and abused. Expanding the roadway will only create more abuse and give access to those who knowingly or unknowingly have no reverence for these places. The growing amount of graffiti, trash, theft, etc. are case and point.	David Kamp	Website
1475	I think having A gondola at the bottom of little Cottonwood Canyon gondola going up to the top of little Cottonwood Canyon would be a fabulous idea No one is addressing our issues! The speed from Big Cottonwood Canyon to Little Cottonwood Canyon is too fast, this is a residential area, UDOT removed the residential markings between Big Cottonwood to Bengal Blvd illegally. This speed limit needs to be dropped to at least 40mph. In all the canyons the speed limit is 35 - 40 mph. Wasatch blvd goes up and down from 40 - 50 so UDOT knows the 50mph is a threat. This speed encourages speeding and road rage, we ALL know this. There are virtually no roads like this going up to 50 mph on the east side of the valley. UDOT has ruined the west side by creating such dangerous highways and they are trying to do it to Cottonwood Heights destroying our lifestyle and property values. You are putting people and homes in danger with the sensitive area from Big Cottonwood Canyon to Bengal, it's dangerous to expand this area anymore. The speed makes it ridiculous and very dangerous for walkers and bikers There is no need to expand Wasatch Blvd to 4 or 7 lanes, its ridiculous, ugly, out of touch with the direction the world is developing, it's out of date. Lower the speed limit, stick to 3 lanes, get people out of their cars and onto busses. Expanding in an earthquake zone, raising the speed limit to dangerous levels, destroying the natural beauty in a sensitive area, selling out to line a few developers pockets and one ski resort. UDOT is obviously in the pocket of a few disregarding the needs and desires of a community. While stomping on the plans Cottonwood Heights has had for years. The lan has always been to lower the speed limit, no more expansion bent Big Cottonwood & Bengal Blvd. NO to a gondola in our beautiful canyons. Very Sad	Terry Covington	Website
1476	The speed from Big Cottonwood Canyon to Little Cottonwood Canyon is too fast, this is a residential area, UDOT removed the residential markings between Big Cottonwood to Bengal Blvd illegally. This speed limit needs to be dropped to at least 40mph. In all the canyons the speed limit is 35 - 40 mph. Wasatch blvd goes up and down from 40 - 50 so UDOT knows the 50mph is a threat. This speed encourages speeding and road rage, we ALL know this. There are virtually no roads like this going up to 50 mph on the east side of the valley. UDOT has ruined the west side by creating such dangerous highways and they are trying to do it to Cottonwood Heights destroying our lifestyle and property values. You are putting people and homes in danger with the sensitive area from Big Cottonwood Canyon to Bengal, it's dangerous to expand this area anymore. The speed makes it ridiculous and very dangerous for walkers and bikers There is no need to expand Wasatch Blvd to 4 or 7 lanes, its ridiculous, ugly, out of touch with the direction the world is developing, it's out of date. Lower the speed limit, stick to 3 lanes, get people out of their cars and onto busses. Expanding in an earthquake zone, raising the speed limit to dangerous levels, destroying the natural beauty in a sensitive area, selling out to line a few developers pockets and one ski resort. UDOT is obviously in the pocket of a few disregarding the needs and desires of a community. While stomping on the plans Cottonwood Heights has had for years. The lan has always been to lower the speed limit, no more expansion bent Big Cottonwood & Bengal Blvd. NO to a gondola in our beautiful canyons. Very Sad	Audrey Pines	Website
1477	Seems like a better option. We need to support options that do not feed the need for more cars.	Mike Jones	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1478	Gondola	David Lundquist	Website
1479	I utilize LCC year round and love it. Thanks for working to make it better. I support widening the road and improving the bus system. I feel this would be best to address the winter crowding issues while keeping canyon use and access flexible for the many different ways people utilize it. It would also improve off season use and safety of pedestrians and cyclists. Thanks again! Matt Johnson	Matthew Johnson	Website
1480	I support the Gondola option as it likely has more headroom for future growth than the other two options. Also, it will not be as adversely affected by inclement weather. And, as a bonus, will be more in keeping with the alpine skiing atmosphere of the canyon.	Daniel Lunt	Website
1481	The gondola option is a good one and works well in other areas/countries. However, I am concerned that the need to first board a bus (often with winter sports gear) before boarding the gondola will make this a less attractive option. It would be great to be able to park at a mobility center / parking facility and directly board a gondola to the resorts. Thanks!	Scott Bratsman	Website
1482	3 Automobile lanes from near the "Swamp Lot" to Alta. Center lane is for Buses, Carpools and Snowplows only! No passing allowed and 20 MPH speed limit...3rd lane is for bikes and pedestrians during the Summer AND add a bike only lane... "Wasatch Bike Boulevard" Safe, offset from the main road starts near 3300 S and ends at the mouth of LCC...Mouth of LCC should be a large no parking zone; "Snow Tire install and remove zone" Lite up at night with a new "Wasatch Welcome Center" This will provide information from all principles... Ski resorts, Forest service, Water people, Salt Lake Co and the Cities of Salt Lake, Sandy, Cottonwood and Granite township... Bonus is there should be plenty of room for UTA Buses to stop here again, (Mouth of LCC) Add Heated Dog Kennels, Day Ski lockers and Pedestrian only Bridges to get you safely back to your bike... No Parking only Pedestrian Drop off and giant Bike parking area here at the Mouth of LCC... (Combine the park-n-ride and Quarry trail head into one big area for Peds and Bikes only) Another bonus is a safe spot for Canyon Patrol to park safely... "Wasatch Welcome Center" should be just like this.... Thank you for your consideration, Burke Weir https://www.visitmammoth.com/adventure/mammoth-lakes-welcome-center-designated-california-welcome-center	Burke Weir	Website
1483	I far prefer the option of widening the road (option 2). This seems to provide the most flexibility for a diverse user base in the winter and summer. Enhanced bus access also makes sense. A wider road and a lane that can switch from continuous up to continuous down would make a huge difference. It may be necessary to make these lanes bus-only lanes, but that decision can be made later. Our canyons are one of our most important Utah assets. Maintaining public access to these canyons is very important to me. Thank you for requesting public comment. David Nielsen	David Nielsen	Website
1484	I'm supporting the Enhanced bus with NO additional roadway capacity. Both the other options will be catastrophic for the ecosystem and the beautiful landscapes of little cottonwood. What about world class climbing areas like 5 Mile Boulders, Gate Boulders, and Secret Garden? What about hiking areas? Those will pretty much be destroyed. Plus more space on the road or a gondola will create more traffic. There are many studies out there that show adding lanes does not reduce congestion or improve safety! or the gondola will be crowded with skiers and others tourists that now they can just go up, the waiting lines will be insane!! What about the engineering plans for the impact and locations of the towers required for the gondola? You have to keep in mind all the climbing areas and wildlife will be affected from that. You guys need to build a better solution with more parking lots (with EV stations) outside of the canyon and buses running from all around town and more regular. With a better bus schedule and more affordable tickets you can limit traffic and impact.	Maria Nas	Website
1485	The scope of this should be expanded to think a bit more comprehensively. A study should consider an alternative as follows: The gondola system would have its main branch going up Big Cottonwood from a major hub at the gravel mine property north of the BCC canyon mouth, from which it goes to a major hub developed at the vacant flat USFS land in the Brighton Loop area, plus buy out some private cabin lots to get the required area. (will require some wetlands mitigation) From there, another series of gondolas or lifts goes to Solitude, Park City, Alta/Snowbird. The main hub at the north of BCC would be developed with a direct rail line to the SLC airport, have 30,000+ parking spaces, hotels, shops, restaurants, etc. all oriented toward skiing, mountain biking, other year round mountain recreation. Gondolas would run until probably 10 PM weeknights and 12 PM Friday and Saturday, and possibly at no cost, as at Mountain Village in Telluride. Bus service would also run up LCC and BCC. Private auto traffic up LCC and BCC would be restricted to landowners, registered guests, employees, deliveries, and other authorized purposes, without any tolling or other preference for the wealthy. The hub at Brighton would be developed with condos, hotel rooms, retail and restaurants to provide a bed base, and tax base, as well as the main upper transit hub to the other areas. This concept makes sense due to the geography - Brighton is the approximate centroid of the ski resort cluster and the base of BCC is closest to the largest number of people in the SLC valley and the airport. This would solve the traffic problems for BOTH canyons with not much more cost than the proposed gondola system for LCC alone. Growth is inevitable, and will need to be accommodated. It can be done tastefully with good design and in an intelligent manner.	Mark Levin	Website
1486	I support the revised gondola option suggested by Alta. As a person who has worked/lived/skied in LCC for the last 25 years it has become overwhelming and stressful to travel in the canyon over the past few years (with the acceptance of the IKON pass it seems the traffic has increased exponentially). The gondola option supports the need for additional transportation improvements that will reduce congestion, accommodate growth, and improve safety, reliability and access to recreational opportunities in Little Cottonwood Canyon. I have reviewed the three proposed alternatives and support a modified version of the Gondola alternative. It is the only alternative that provides badly needed additional ingress/egress for the Town of Alta and is impacted less by weather conditions than the other alternatives. It is environmentally cleaner than vehicle options, will have less impact on our natural resources to implement and will provide a more comfortable, convenient and scenic trip than the other alternatives. I support Alta's suggestion to modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. Thank you for allowing input from stakeholders. Sincerely, Lisa Kolanko	LISA KOLANKO	Website
1487	A gondola is highly advisable, as the only solution that will make a serious reduction in traffic, road noise, pollution, and overall impact upon wildlife and the delicate environmental balance of the area. It will also draw considerable tourist use, which will aid the economy while reducing impact on the beautiful natural setting.	Barrett Ogden	Website
1488	I believe we should have a gondola up little cottonwood canyon. I would feel more safe in my travels up the canyon, and more secure ethically in the impact I am having on the environment. As a bonus, I think it would be beautiful to see the canyon from that view.	Courtney Poulos	Website
1489	I think the gondola is the best option due to the sustainability and preservation of nature it will provide. There are many other benefits that are immediately visible, but these are the two most important duties I feel should be taken into factor since these mountains are irreplaceable and are the defining features of the region. It is our responsibility to be cognizant of how we can improve our own experience but at the same time preserve their natural beauty as much as possible.	Daniel Anderson	Website
1490	The Gondola alternative is preferred as it is less susceptible to inclement weather and is easily the most environmentally friendly. The best case scenario would be pursuing the Gondola alternative with the addition of the parking area at the Gondola base.	Matt Lipper	Website
1491	After looking through the information provided, I support the plan for the gondola. It has less impact on the environment, is a more practical solution for transportation, can operate at any time of year and in any conditions, and it would be an amazing ride! I'd definitely use it, even if it was just to take my family on a ride, have a picnic, and ride back. It would be such a cool thing to have in the area. I'd take friends and family on it when they visited from out of town. Plus, you can't get in a car crash when you're going up the mountain in a gondola! Thanks, Josh Richardson Utah Resident and Avid Voter	JOSH RICHARDSON	Website
1492	I support the enhanced bus service with snow sheds and road widening. A gondola would be both an additional eye sore, and wouldn't facilitate access to backcountry access points. Given that this is being undertaken at significant cost to the public, it should serve all users, not just those going to patronize the resorts. Buses should stop as requested at Lisa Falls, Tanner's Flat, and White Pine in addition to stops at the resorts. The additional benefit of pedestrian/cyclist lanes in the summer cannot be overstated as a benefit of this plan.	Patrickq Fink	Website
1493	I support the gondola because it's better for the environment!	Joanna Li	Website
1494	Gondola would be the best option to alleviate road pressure. But we need enough parking near the gondola base. A required bus ride just to get to the gondola base, seems like an unnecessary step. My vote is gondola with a parking structure. Thanks!	Jonnie Merrill	Website
1495	• RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding traffic calming design and whether that will fit into existing space without removing houses within the road section that includes eleven-residential streets within the Cottonwood Heights city boundaries.	BC Bawden	Website
1496	I understand that a gondola would be a romantic solution, but I think it's extremely impractical, and would likely be a total boondoggle and still fail to address the issue. I think expanded bus service is a good solution, "especially" if it is supplemented by a third, buses-only lane so they don't get caught in the traffic. I'd think that the lane could be directional based on the time of day, and buses going against the dominant flow of traffic could just use the regular lane. However, expanded busing will only work if there is adequate parking at the pickup locations. So it would require expanded lots or garages at/near the base of the canyon, and good capacity management there.	Max McClorey	Website
1497	• RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding effect of fracturing of approximately 8,000 resident Cottonwood Heights community with a high-speed highway.	Beverly Bawden	Website
1498	First off, thank you for evaluating alternatives. In my opinion the best alternative is an enhanced bus/widening with dedicated bus lane option. As a backcountry skier, rock climber, and ice climber, the gondola option does not necessarily allow for continued access to the many parts of the canyon that I currently frequent that are not necessarily as popular. This option also significantly impacts travel times, which will be a detriment to workers and volunteers who volunteer or work up canyon in the winter like myself. Long term, pushing more traffic on to public transportation is likely the only solution for the bulk of traffic. If we are implementing enhanced bus traffic, it would be awesome to see backcountry bus stops at various locations like the white pine trailhead or tanners gulch in Little cottonwood or mill B/Argentina in big cottonwood, with possible early morning bussing options to help alleviate dawn patrol traffic. Given the option of taking public transportation or driving up, I would generally opt for public transport if it got me to where I was trying to go.	Sean Tropesa	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1499	<p>#1. The title of this project limiting the scope to HWY 210 doesn't make sense as there are items which include Hwy 209. Attention to solve this problem needs to include solutions to the traffic backup on HWY 209 as the Highland/9400 Park and ride is a critical part of the solutions in all proposals. Equal amount of efforts are proposed to be spent on expanding the parking at the park and ride at "highland" to those at the gravel pit.</p> <p>If the 9400/Hwy 209 road is in gridlock due to traffic buses will not be able to access the enhancements to Hwy 210 in either the gondolas or both options under bus service. So addition of a up BUS Lane on Hwy 209 from highland park and ride to 210 must be included.</p> <p>#2. Where is the improved Hwy 209/210 Merging proposal in all this? Clearly the current poor merge pattern has to be replaced. There could be substantial and rapid improvements with just a temporary signal at this intersection to allow pulsing of traffic to avoid the delays of weave merge.</p> <p>#3. While direct Bus service is a great idea to the ski areas. There is significant bus traffic that is local from Snowbird center and cliff lodge two Alta and vice versa. How will this be handled?</p> <p>#4. Tolling. I support tolling. I believe that tolling should be variable based on volume of cars. I support tolling season round.</p> <p>#5. I believe that there would be significant interests to running the gondola in the summer and fall perhaps just on weekends.</p> <p>#6. Bus service in the summer peak times with some options for greater on/off stops at trail heads would be positive.</p> <p>#7. Starting direct bus service to ski areas in a limited way now is a good idea.</p> <p>#8. On Canyon shutdown days police escorts of the bus to the canyon from Wasatch lot and Highland 209 would increase ridership substantially.</p>	David Hackbarth	Website
1500	<p>After reviewing the three options currently under consideration, I would like to offer my support for the gondola solution. The Cottonwoods are one of Utah's finest gems and are especially important to the Wasatch Front. They provide locals with valuable recreation opportunities (astoundingly nearby) that are a key factor in why many of us choose to live here, and significantly improve the quality of our lives. They drive tourism that supports our economy and they appropriately shine a positive light on our state. Implementing the right solution is critical so that we can protect one of our most valuable and irreplaceable resources. Below are a few reasons I support the gondola solution:</p> <ol style="list-style-type: none"> 1. Experience – gondolas would provide a unique experience in and of themselves and would add to the character and class of LCC, along with any trip up the canyon. Buses on the other hand tend to detract from the experience and seem to be the "price to pay" in order to get up the canyon. 2. Environment – I believe this solution is least damaging to the present condition of the canyon and will do more to preserve it than the other options. 3. Scenery – gondolas would allow for greater enjoyment of the canyon and the beauty it provides. 4. Cost – while not the cheapest capital option, gondolas provide a much lower capital expenditure cost than widening the road, which seems to be the other most viable option, additionally their O&M cost is more attractive than the other options. 5. Traffic – I would rather invest dollars to lessen the people needing the road for transportation in the canyon, thus leaving it for "necessary" road travel. 	Matthew Nelson	Website
1501	I'm all for a TRAM that goes up the canyon, or Bus only. I don't support widening lanes in any way	Zack Adams	Website
1502	I would like to enthusiastically support the gondola option. It would be environmentally friendly and reduce polluting traffic that is increasing at an unsustainable level in the LCC. Please make the LCC road a toll road to help pay for the gondola.	Hernant Hegde	Website
1503	The elimination of roadside parking on S.R. 210 will have enormous impact on public access to rock climbing areas in Little Cottonwood Canyon. There is currently no other option for accessing these areas, as bus service only exists during winter season and doesn't include stops at these sites. I envision a transportation solution for Little Cottonwood Canyon similar to that of Yosemite or Zion national park. Why not offer bus service on S.R. 210 year-round and add additional stops in consideration of popular rock climbing, mountain biking and hiking areas? A gondola is a very ski-centric solution to the problem of traffic of S.R. 210. Sure, it may ease congestion in the canyon on 50 or so peak days during the winter, but then what becomes of it in the summer? It is unlikely that summer canyon users will use a gondola if it only stops at Snowbird and Alta, resulting in it sitting unused for much of the year. We need to use and improve the infrastructure that is already available to us by increasing bus service and perhaps adding additional stops for non-winter users.	Kyle Daly	Website
1504	I believe the enhanced bus & road widening option would have the widest impact. Summer & winter users of canyon roads would benefit from the road widening & it has the fastest commute time. If the gondola has a 60+ minute commute time, people are just going to drive still.	Carsen Damon	Website
1505	Dear Sir/Madam I would like to enthusiastically support the gondola option. It would be environmentally friendly and reduce polluting traffic that is increasing at an unsustainable level in the LCC. Please make the LCC road a toll road to help pay for the gondola. Thank You Hemant	Hernant Hedge	Email
1506	I think the gondola is the better option. More environmentally friendly, awesome views and can be used year round	Brady Bills	Website
1507	I highly support the Aerial Tram option. Buses are a ridiculous idea and have proven already to be more of a problem than a solution. Please take this chance to make real change.	Greg Norrander	Website
1508	As a climber, I hope to access shoulder parking on both the north and south sides of little cottonwood. Cliffs and boulders of interest are scattered throughout the canyon. Parking and walking is often influenced by river crossing options. On rare occasions, I've ice climbed in little cottonwood and I have not been caught by the ski traffic, but I'm aware that its a HUGE issue for most users. Thanks!	David Morison	Website
1509	I used to live in UT for many years, and miss the beautiful mountains. However I do not miss the air quality. In fact, it is a significant mark against us ever moving back to UT due to my health concerns. Anything that would help lower pollution is incredibly important for both the health of the environment and the health of the people living there.	Laurel Armstrong	Website
1510	Hello! I support the enhanced bus with roadway widening as the solution for LCC. The gondola option seems "glamorous" but both takes more time than enhanced busing (which would then encourage me to just drive up the canyon...) and also is more rigid in that once the gondola is built there is little opportunity to enhance or change the route/stops/etc. The bus on the other hand is significantly faster with the option to fine tune as the canyon evolves (i.e. changing the stops, adding/subtracting stops, etc.). I think both the time & the flexibility of the enhanced bus service (with the road widening) make it the best solution. Thanks for your time!	Greta Sommerfeld	Website
1511	I am a lifelong resident of this great valley, and have enjoyed skiing in Little Cottonwood Canyon since 1972. I am highly in favor of constructing a Doppelmayr 3S gondola to alleviate the horrible travel conditions we are now seeing up there. Let's do this!	Bradley Hardy	Website
1512	Gondola is the way to go. It's a statement piece for the state and it's better for the environment	Nathan Copier	Website
1513	Please, PLEASE do not widen the roads. The economical impact is not worth the "convenience" of getting more cars up the canyon. The gondola is far and away the best option	Laurel Lowe	Website
1514	I believe that the 'Enhanced bus with roadway widening' would be the most effective solution that better meets the volume of people needing to get up and down the canyon. It would provide infrastructure to protect a highway that people will continue to drive private and commercial vehicles up, regardless of a gondola. As a year-round Alta summer road resident, having the snow sheds in place offers another layer of protection for myself and all of the LCC residents who commute under numerous avalanche slide paths every day. Public transportation needs to become more streamlined and easy for people to use; having to take a bus, then disembark and slog gear over to another transport area (gondola) is not appealing.	Johanna Wilson	Website
1515	I back this decision. It would be highly beneficial for our environment in Utah	Joshua Thain	Website
1516	Seems to me that a gondola would be the smart way to go here.	Dan Wilson	Website
1517	From North Carolina, I support the construction of a gondola alternative in order to enhance the transportation systems for Little Cottonwood Canyon. This alternative would be the most eco-friendly and pioneer progressive transportation alternatives for communities around the country.	Anna Longenecker	Website
1518	In favor of the gondola	Brian King	Website
1519	I want the gondola because it is more environmentally friendly.	Alisha Latimer	Website
1520	I am writing today to urge you to move forward with the construction of a gondola in Little Cottonwood Canyon. This alternative is cost-efficient and, more importantly, the only alternative that is environmentally-friendly. You must do everything you can to protect our environment in order to maintain the beauty and integrity of Little Cottonwood Canyon. You must do your part in ensuring generations to come will be able to enjoy everything our Utah mountains have to offer and this begins with choosing the gondola alternative; any other option is irresponsible and deadly.	Madison Hall	Website
1521	Gondola because it's more environmentally friendly.	Jared Darrington	Website
1522	The gondola is the best with the addition proposed by Alta of a parking garage at the base of the gondola. Otherwise the Godndola would definitely not work	Gary Jacobson	Website
1523	I am commenting in support of a gondola for Little Cottonwood Canyon. I believe this is by far the best option to experience the beauty of the canyon and protect the environment. Thank you!	Sarah Keyes	Website
1524	I believe the Gondola would be the best option. Less traffic/pollution and offers sight-seeing during the travel. Easier evacuation of the resorts if an avalanche closes the road. Road maintenance would be lessened too.	John Carlson	Website
1525	The gondola is my top choice. People will be willing to ride it because they see it coming, a bus they have to wait and hope it's coming. A gondola doesn't get stuck in traffic this is perfect for the ski industry.	Merilee Rieley	Website
1526	As a long time resident of Cottonwood Heights City, I am worried that adding lanes to Wasatch boulevard will result in more traffic not less. I support the improved bus plan without the Wasatch expansion.	Diana Arensman	Website
1527	I am a huge fan of the gondola and tolling automobiles in Little Cottonwood Canyon. Over the past twenty years the secret has gotten out and the amount of vehicular traffic that is plaguing Little Cottonwood and Big Cottonwood canyons both in winter and summer is getting to a point of critical mass. The best way forward is to take inspiration from our European counterparts and invest heavily in mass transit for our canyons. Relying on automobiles will only further detract from the purpose of the canyons and contribute to more congestion, pollution, and unnecessary development that focuses on cars and not the people using the canyon. Additionally, as a cyclist, I look forward to using the canyon even more when automobile traffic is greatly reduced through alternative transport means and tolling.	Bryan Hull	Website
1528	As a local Sandy resident, and an annual pass holder, I feel it is very important to explore options to make the "Cottonwood Resorts" more accessible and reduce congestion in Big and Little Cottonwood Canyons. And I appreciate the effort that UDOT, UTA, and The Forest Service are making to make these treasured ski resorts more sustainable and accessible. My first choice would be the gondola, WITH MODIFICATIONS, because I believe it has the lowest environmental impact, the highest capacity for moving people, and has the advantage of being completely independent from traffic issues. I was also surprised to see that it costs less to build and maintain than the option of additional bus service+adding lanes, which would be my number two choice. The gondola solution is going to help alleviate traffic, but I believe this plan is still catering to the "out of towners" by only improving road access from the North side of the Cottonwood canyons. The locals who live on the South side of the canyons will still have issues getting to LCC Rd and the gondola loading station, via 9400 S, since they will still have to merge with traffic from Wasatch Blvd and N LCC Rd. I believe there needs to be a parking area at the gondola loading station, and there needs to be a bus lane added to the gondola loading station from the parking area at 9400 S/Highland Dr. There are still going to be major traffic issues/backups coming up 9400 S, with currently no proposed way to alleviate traffic from that direction. Because I would still have to get on a bus that will definitely get stuck in traffic, it makes the 1000 parking spaces on that end practically useless. It will force everyone to park at the Wasatch/6400 S which will fill up extremely quickly since it is for both canyons. If you are trying to convince people to take public transit, it has to be practical, and if I'm going to be stuck in traffic, I'd rather sit in my own car than sit, or worse, stand (while holding all my gear), on the bus. I would also support a canyon "pass system", where only residents or people with reservations at the top of the canyons would have access at certain times of the day, or a toll system to drive up the canyons. This would encourage many more people to take public transit, but if this was the case there would need to be significantly expanded bus service and parking options.	Francine Garcia	Website
1529	As someone who cares about improving the environment and lowering the CO2 output not just in the world but in Utah, where our air quality is consistently some of the worst in the country, we should be looking for no carbon solutions like this anywhere we possibly can. This is a no brainer, and will save the area a lot of money long term.	Eric Phillips	Website
1530	A gondola lift in Cottonwood Canyon may be ambitious, but seems to me like a sustainable 21st-century solution to a problem that can't just be solved by roads and vehicles. I wholeheartedly support the creativity at work in coming up with this idea.A	Ted Bushman	Website
1531	The gondola seems to be the best scenario of the 3- with the caveat that there is substantial parking at the base. I see there would be bussing down from up north, but for those of us coming from the south- I would not want to drive past Little Cottonwood Canyon only to turn around and have to bus back down to the base of the gondola. Thank you.	Katie Groberg	Website
1532	To whom it may concern, I looked through the little cottonwood canyon proposals and would like to see the Gondola concept get realized! It's not listed in the table, but I assume it would produce less pollution and smaller environmental impact than running more cars and buses up and down the canyon. It also seems like a good solution for transportation through the canyon during periods of avalanche danger. Thanks, Matt Gulini Cottonwood Heights, UT	Matt Gulini	Website
1533	Please put the gondola in! The gondola access at silver mountain is amazing and I can only imagine how good it will be up little cottonwood! 4,000 riders per hour! So much better for the environment than buses	Brett Dodson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1534	Gondola of the 3 choices listed. Or a train. Enhanced Bus service seems stupid they already have that and people don't want to use it so come up with better new ideas.	Jody DeLisis	Website
1535	Hello, my name is Casey Ryan and I am a middle school teacher in Salt Lake City. As a teacher my primary focus is geared towards the benefit of children. After viewing the three options I see the GONDOLA as the safest, easiest option for more individuals, especially children, to safely access the canyon in all seasons. A gondola would require little interaction between pedestrians and high traffic areas in inclement weather and low light. I do believe that for the safety and convenience of our community a gondola would be an excellent addition to this space.	Casey Ryan	Website
1536	Let's get the gondola! It's by far the most environmentally intelligent decision and would be a great attraction.	Vanessa Goertzen	Website
1537	I'm in favor of the gondola option with a better parking option and pickup station at the base of Little Cottonwood Canyon. I with my family from Draper so it doesn't make much sense to pass the mouth of the canyon only to backtrack via bus. The gondola option would be a dream!	Brandon Bodell	Website
1538	All for a gondola. That would have the lowest environmental impact. Mass transit, low foot print, none to very little Emissions. I and all my buddies would love a gondola.	Chase Meredith	Website
1539	After sitting through a presentation given by Chris McCandless I strongly believe that the gondola proposal is the best option for LCC. This is a similar system to what is widely used in Europe. This will provide another option to get up to Snowbird and Alta and will help alleviate the amount of traffic moving through the canyon. Although I believe that that widening the road and adding more buses could also be a good option, I feel like it doesn't make a big enough of an impact to be THE solution that we're looking for.	Al Kenworthy	Website
1540	Regardless of the public transportation method we use to get people up and down Big and Little Cottonwood Canyons, the success of the program depends on the base infrastructure. It has to be in a convenient location, easy to drive up to, park and access the public transportation. This is also an opportunity to collaborate and build our community. Salt Lake City is what all 4 resorts and the backcountry has in common. So, I believe we should build up a base infrastructure at the soon to be retired gravel pit. This could include but not be limited to a parking structure, a "ski village" with ski lockers, a coffee shop, a ski shop, restaurants, apres ski gathering, and ideally a hotel or other housing depending on space limitations. Locals and visitors should feel that they have arrived at the "resort" once they park at the village and the customer service for all 4 Cottonwood Canyon resorts should start here. I imagine myself parking, accessing my ski locker, putting on my ski gear, and hopping on public transport that is frequent, reliable and there is room enough to sit while traveling. I believe incentives to use the public transportation need to be in place, but just as important is the draw of this new base ski village. So, ski lockers and other amenities are important factors in the success. This is an exciting time to impact our future and I appreciate the hard work put into this and the considerations taken of the community opinions. Thank you.	Tricia Petzold	Website
1541	Gondola is the way to go! They are very practical and will protect our beautiful mountains.	Jaymie Lambson	Website
1542	I support the alternatives that include snow sheds. Road closures for necessary avalanche control work is a big contributor to traffic back-up. Allowing traffic flow to continue regardless of avalanche danger, along with snow tires / chains monitoring, will greatly increase the flow of traffic up the canyon. Adding dedicated bus lanes will encourage ridership, but as it is now people would rather sit in traffic in their own vehicle than on a bus that is stuck in the same traffic jam. Last season I saw multiple bus slide-offs that caused lane closures and massive traffic back-ups. Giving buses their own lane will definitely help with more consistent traffic flow. I don't think many people would use a gondola. The gondola would run mostly empty and the same traffic and congestion problems would remain. This is mostly due to inconvenience and lack of parking at the base. Parking miles away then having to take a bus to the gondola is not a good option and will discourage most people from using it.	Jeremiah Wangsgard	Website
1543	the gondola is a much better option !!!!! MUCH BETTER	Brett Alan Nelson	Website
1544	A big vote for the gondola and a toll for the canyon rdl! It would be the most beautiful scenic aerial ride in the US, with revenue generation to maintain both the gondola and the rd. Also, it's the most environmentally sustainable solution of the three. We know from years of experience that avalanche danger and hazardous rd conditions are the problems. More lanes and sheds will not fix these problems. It will be a sad 6 hr drive home when we've spent millions and we still have busses and cars sliding off the rd, and concrete sheds that will be a future maintenance nightmare. As Salt Lake grows, UDOT/UTA could solve other traffic issues with this successful gondola installation. Think Foothill Blvd. Utah can be an innovator: Gondola, Gondola, Gondola!!	Timothy Nima Mahak	Website
1545	I prefer the gondola, with Alta's requests.	Roy Murphy	Website
1546	I am adding my vote to build a gondola. This is the more sensible decision and a more environmentally conscious option.	Alexandra Wille	Website
1547	As a resident of Utah, I fully support the gondola option. I feel that it would be better for the environment than alternatives, and that it would hopefully alleviate some of the traffic congestion instead of adding to it. It would also be less at-risk for being caught in avalanches.	Jeremy Showgren	Website
1548	The gondola is a great idea so I fully support the gondola option. They are very environmentally friendly and a great means of transit. Unfortunately, this proposal in any form seems dedicated to putting the needs of the businesses that exist in the canyon (Alta and Snowbird) above the needs of the surrounding environment and its users. By increasing access to the resorts, this project will overburden the canyon with users and any tolls that will be paid by users will be, no doubt used to further that end by making the canyon more and more accessible until it turns into the playground that is Arches National Park. Stop developing. Do not add a gondola and do not widen the road, furthering the environmental toll that is already taken on the canyon, both of which would affect valuable climbing, skiing, and hiking areas that exist outside of the resorts. Further, there is no need to eliminate roadside parking near ski resorts, which again provide valuable access to skiing that exists outside of the resorts and help to spread out skiers in Little Cottonwood. Instead of listening to the demands of ski resorts and those who crowd the resorts every winter, please consider how the changes will affect those of us who live here, who care about the canyon, and care about the environmental impacts that any one of these actions will have on the canyon. By further stuffing the canyon full of people, you increase exponentially the impact that humans will have on the natural resources and space in the canyon. Stop LCC from turning into a zoo. Stop what you're doing.	Edward Fogarty	Website
1549	Unfortunately, this proposal in any form seems dedicated to putting the needs of the businesses that exist in the canyon (Alta and Snowbird) above the needs of the surrounding environment and its users. By increasing access to the resorts, this project will overburden the canyon with users and any tolls that will be paid by users will be, no doubt used to further that end by making the canyon more and more accessible until it turns into the playground that is Arches National Park. Stop developing. Do not add a gondola and do not widen the road, furthering the environmental toll that is already taken on the canyon, both of which would affect valuable climbing, skiing, and hiking areas that exist outside of the resorts. Further, there is no need to eliminate roadside parking near ski resorts, which again provide valuable access to skiing that exists outside of the resorts and help to spread out skiers in Little Cottonwood. Instead of listening to the demands of ski resorts and those who crowd the resorts every winter, please consider how the changes will affect those of us who live here, who care about the canyon, and care about the environmental impacts that any one of these actions will have on the canyon. By further stuffing the canyon full of people, you increase exponentially the impact that humans will have on the natural resources and space in the canyon. Stop LCC from turning into a zoo. Stop what you're doing.	Dan Goodman	Website
1550	I think the gondola is an excellent idea! Please choose this much needed option!	Jenni Barber	Website
1551	I heard there's news of a gondola option. That sounds like such a great idea. Please choose to move forward with it. So cool!!!	Jayson Sites	Website
1552	Please - the gondola is an amazing option!! Let's be safer for the planet.	Jill Sites	Website
1553	LOVE the gondola option. Have always loved gondola options found elsewhere - their efficiency and low environmental impact impossible to beat.	Kyle Dean Massey	Website
1554	The Gondola options is bad. Drive to a parking lot, wait for a bus, get off the bus, wait for the gondola. 3 steps each way. 3 layers of "risk" to travel time. Gondola towers are a visual impact and subject to the same threats (avy) as the road, and UDOT knows how to take care of the road. The bus with road expansion has the future option of adding more busses/reducing cars, using that road space for future non-car transit mode (hyperlink?). Added value of added lane = wider bike/e-bike/hike/skate lanes in summer and shoulder seasons which are the best for cyclists. As much as an additional lane in LCC seems intrusive to the LCC experience, it is the best current option and provides future opportunities.	Jim Deschenes	Website
1555	i believe that the enhanced bus + roadway expansion is the only legitimate option that people will actually utilize. that option gets my vote!	mark guffey	Website
1556	I think the gondola is a great idea.	Seth Howard	Website
1557	Would like to see rail transportation. To view all the views	Josh Christensen	Website
1558	Thankful to learn specific solutions are coming together to address congestion, safety and access issues in LCC. I was excited to read about the gondola alternative, which strikes me as the most compelling option. Weather conditions make any ground-based transportation options unreliable. Buses contribute to more traffic and congestion on the road, even if the lanes are expanded. I believe the gondola would attract people away from driving their car more than buses because of the reliability, safety, and scenic journey. However, if one needs to park at a different location than the gondola station and take a bus to the gondola this will be a big obstacle to ridership. It also has a negative environmental impact because buses are necessary. I believe offering parking at the gondola station is essential.	Daniel Meyer	Website
1559	The gondola is by far the best option. It's superior for accessibility for disabled people, it's safer in bad weather conditions, and it's healthier for the environment.	Carson Tueller	Website
1560	I was at the public meeting last night and watched the presentation. The cost estimates for the three options looked really high. The I-15 NB phase I project is \$90M for construction and \$40M for right of way. There are extensive right of way needs. With the LCC three option estimates at over \$400M each and only 1 house take, I am struggling to imagine the estimate justifications. Would you please provide a breakdown so that I can understand this better? Thank you.	Britney Ward	Website
1561	I see you kept the gondola option just to see if anyone is still paying attention. Too costly, inflexible on capacity, inflexible on destination, not inclusive to all users. Enhanced bus with no additional roadway capacity has already been demonstrated to be unworkable. I guess we're done, then. Too bad we had to spend so much to come to a conclusion we already knew. We cannot separate ourselves from the internal combustion engine and we cannot reduce demand. Martin Neunzert Ogden, Utah	Martin Neunzert	Website/Email
1562	We need a rail system in cottonwood canyon. The traffic is fucking ridiculous and a rail system would take many folks off the road to free up traffic. WE NEED A RAIL SYSTEM!	Jayden leitet	Website
1563	I think that your proposed ideas are good but a rail system would eliminate a lot of travel time. It would be a bit pricier but in the long run would be better than disrupting traffic just to widen a road for busses only which btw isn't going to help with traffic. You think of how many people go up those canyons and how many would rather just ride in their own cars versus a bus. I would rather my own car than a bus which would be faster to me. Busses are slow and heavy and produce emissions. I think an all electric rail way would be the way to go. Think smarter not harder. Cause in the long run you will still have to deal with the increased amount of people crowding the state and that brings more people to the canyons which you will have to account for and in the end you'll have the same issue	JAYDEN LEITER	Website
1564	I really like the Gondola idea. I think it is a responsible and investment environmentally and financially, and also would be really fun and cool.	Lee Hansen	Website
1565	Please build the Gondola. It will be an effective way to get many people up and down the canyon. During the summer it could be a tourist attraction. I would suggest selling passes to the handily with season passes for the ski resorts.	Isaac Richardson	Website
1566	I would love to see the Gondola move forward! Such a great environmentally friendly option!	Hannah Laine	Website
1567	I like both option 2 and 3. I think more buses and widening the road would definitely help the traffic issues but there is remains the parking issue at the resorts. I am a backcountry skier so I usually go early before the crowds but weather is always a challenge. I think the gondola could be a good option as well but parking at the gravel pit makes it much less desirable--also would it have stops at any of the backcountry trailheads? All things considered I feel option 2 is probably the best for the most people.	MICHAEL JOHNSON	Website
1568	The traffic problems in LCC are only 10 days a year for a few hours. We should not put in additional lanes for that. Encourage more car pooling. Most Ski Resort Employees should ride the bus. UTA needs to adjust the bus schedules to accommodate for the shifts of Employees.	Susie Albertson	Website
1569	I 100% support the gondola. Better for the environment, better for the community, and safer than the bus.	Andrew Rosen	Website
1570	I fully support the gondola. It is much better for the environment than buses and won't get caught in an avalanche. Also, way more fun to ride in.	Caroline Browne	Website
1571	I was enhanced bus service with no additional lane capacity.	Megan Sieverts	Website
1572	The most successful, maybe even ONLY successful, example of solving this problem is Zion Canyon. I was a regular in Zion before and after the shuttle system and can testify that it made a huge improvement. Most of the benefit came from eliminating private vehicles from the canyon. There remain the shuttle bus and a handful of other vehicles, which makes the canyon far more pleasant. To get the needed improvement in LCC we would need to do the same, although there is private property which needs to be addressed. The limit to people on the Zion shuttle is parking at the bottom. When I'm in Springdale I leave my car at the motel or campground and walk to the park entrance. The lot at the visitor center fills early. Parking at the bottom of LCC is already the limit on bus riders. I and most of my friends would be happy to take the bus if there were anywhere to park. Another limit on LCC bus use at present is that it is much less frequent than the Zion shuttle, so if you don't want to wait around for a long time you need to drive yourself. This affects me and my friends particularly since we ski the backcountry and our schedule doesn't match the lift times. That issue must be addressed to be successful.	Walter Haas	Website
1573	How many cars now park in LCC on a busy day? We will need at least that many spaces at the bottom. This kills the tram alternative because of the difficulty and expense of providing the necessary parking at the lower tram terminal. the gondola option would be a staple of the east side	Jake Pope	Website
1574	As someone who averages 100 days skiing a year in little cottonwood, primarily Alta but also Snowbird. I really believe we should abandon the road/parking lot model in the canyon and embrace multiple high speed gondola's with a road overflow only as back up. We should consider linking to Park City , we would literally not only be the premier ski location in the world but have a infrastructure to support it. No one wants to come visit and sit in a 3 hour traffic jam. Do this!	MARK HIGGINBOTTOM	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1575	Please choose the gondola option!	Steffi Garrard	Website
1576	With the proposed 3 options, I believe the first option to increase bus coverage won't have as much of an impact on transit up LCC, as not too many people use the bus in the first place. I like the idea of road way widening, mostly for the proposed addition of bike lanes. The gondola sound like an environmentally good idea from an emissions standpoint, but it seems to me like it would be a big "scar" on the mountainside and not aesthetically pleasing. Of all of the proposals, as much as I hate to say it, I do think making Hwy 210 a toll road would decrease some traffic and shuttle more people away to taking the bus.	Geoffrey Wood	Website
1577	I visit this beautiful part of Utah every year. I LOVE the skiing. This Gondola would change the game- I'd be able to get so many more of my friends to come enjoy with me if the Gondola was an option. Also it's just better for our environment. Just do it!	Steven Mailhack	Website
1578	dont think #1 will help, other 2 are toss up. I think enforcement of snow tire rule ALL the time will cut down on vehicles. Maybe even a sticker for cars with snow tires. Rental cars wouldnt be in the canyon either. I do like the minimum of 2 people/car- maybe even 3 on big traffic days.	robert huebner	Website
1579	I greatly appreciate the time and effort put forth into deciding what to do about the transportation issues within Little Cottonwood Canyon. There is no easy one decision with each having their own benefits and costs to the overall experience within the canyon. However, a decision must be made in order to preserve the canyon for future generations. In my opinion, the course of action that needs to be taken is to one that gets the most people up the canyon while preserving the natural environment. Implementing tolling for single ride vehicles, increasing bus service with minimal road widening, making bus service more reliable and attractive, and avalanche protection are all good first steps into protecting the canyon and those that use it. Other recommendations I encourage are expanding of trailhead parking lots to eliminate pedestrians on the road and elimination of roadside parking for vehicles in dangerous sections of the road next to ski resorts. I would encourage UDOT to consider the travel times and experiences of those using the canyon when they are reaching a final decision. Again, thank you for spending your time and energy to implement change in this canyon.	Justin Andrews	Website
1580	A second mobility hub for the gondola option should absolutely be included for people coming from the south or west. Also one hub seems like it would create a traffic problem by just having everybody going to the same place.	Matthew Rocha	Website
1581	I am in support of this.	Laicey Gibby-Brown	Website
1582	I am very concerned that climbers are not adequately being considered for these projects. 1. Eliminating roadside parking precludes many of the climbers from parking at climbing spots along the canyon. People climb in LCC nearly year round. What will be done to ensure climbers are still able to access these climbs? 2. Expansion of the roads will likely jeopardize many of the boulders that are roadside currently and destroy them. Again this is not taken into consideration.	Audie Espinoza	Website
1583	Hi, While this plan is being developed, please provide me the link that outlines the current traffic policy and procedures for snow days/closure for the next season. thanks	buc buchanan	Website
1584	Any transportation alternative that is selected needs to address potential traffic back ups on Wasatch and 9400 s. I live at the mouth of the canyon and can't reach my house on days when traffic backs up from the canyon on powder days or busy weekends. This is a safety hazard as well as a logistical challenge for my entire neighborhood. A potential gondola or extra bus lanes still does not address the grid locked cars situation when a back up does occur.	James Jensen	Website
1585	Do a train!	Wilson Meek	Website
1586	I think building a canyon gondola is cost effective as well as a long term solution, without the same major alterations as widening the road. This would also reduce air pollution whereas simply adding more busses would not. Even though it would take longer to get up the canyon, it would take stress off of drivers and decrease road fatalities.	Erin Williams	Website
1587	PLEASE choose the Gondola option!	Matt Doyle	Website
1588	I am 100 percent against any more permanent alterations to LCC. It is a finite resource. Please don't carve up our canyon.	Landon Schoenmann	Website
1589	I'd love to see a gondola in little cottonwood because it's so environmentally friendly!	Erin Morton	Website
1590	I'm in support of the gondola option. It will help our environment and will be more safe from avalanche danger.	Collin Barkdull	Website
1591	It seems that most of the focus here is on ski traffic, which is clearly a problem, but some other user groups must also be considered. In some of the proposals there is a reduction of roadside parking. Roadside parking is essential for rock climbing activities. There are many climbing areas along 201 that need to have parking. Climbing is growing and with it now in the Olympics, expect it to be an even larger user group. The pull outs today are already full at any peak time, we need to find ways to expand those parking areas to accommodate summer activities as well as winter ones. Also, we just made this awesome trail network through LCC, give people access points to it in the summer at various locations.	jeremy steck	Website
1592	Love the gondola solution!!!!!! It's the most efficient long term and most sustainable!!!!!! Yes! Yes! Yes!!!	Emily Gretsky	Website
1593	I support the plan for a gondola. It's much more environmentally friendly and uses funds to address the needs of people more directly.	Preston Sadleir	Website
1594	My vote is for the gondola. It makes the most sense to alleviate traffic and congestion in the canyons	Andreea Radu	Website
1595	Charge a fee for every vehicle using the canyons. Use fees to build train access in LC canyon. Construct tunnel to access BC canyon. Connect train to PC side. Just get it done!	Greg Ferrell	Website
1596	I drive up little cottonwood 1-3 times a week in the winter and I'm sick of the traffic let's fix it and it will keep the mountains more beautiful	Cole Leroy	Website
1597	I believe the gondola solution is the most efficient and environmentally responsible solution for Little Cottonwood Canyon.	Jim Grewe	Website
1598	After attending both zoom meetings and absorbing the questions and concerns of commenters, the one that stood out to me the most was concerning tolls. If the average car traveling up the canyon carries 1.6 people, a toll during peak hours to encourage car pooling or public transit would fix this problem. This would not allow "only rich people to use the Canyon"! It would encourage people to carpool, saving on gas money and sharing the toll cost. It would encourage people to take the bus! The toll would only be issued during peak ski traffic hours. If people can afford a ski ticket, gear and a 4 wheel drive car and gas to get them up the canyon, they can afford a toll! If resolving that "this would exclude poor people" is the total thought and discussion that has gone into this simple solution, I am incredibly disappointed with the EIS's process. This is the best option for the canyon, residents and environment.	Trina Sheraanian	Website
1599	The gondola option would be the clear best choice - it provides the least environmental impact and the most significant improvement to the transportation experience. It would help with the issues of snow-packed roads (and avalanche closures) and the difficulties that cars have driving on them, and none of the other alternatives would help with that problem.	Peter Williams	Website
1600	Great work on the study and alternative options. The best option is the gondola, which meets the needs of the community while preserving the value of our amazing Wasatch Mountains.	Lori Williams	Website
1601	I support Enhanced Bus with roadway widening for peak period.	Henry Gifford	Website
1602	I strongly support the enhanced bus service proposal. This is the cheapest option and quickest to implement. The current climate crisis is an urgent emergency that requires immediate action. There is no time to wait for funding and construction needed for the other proposals. The enhanced bus service should be accompanied by a toll to drive up LCC for all non-electric vehicles. The toll revenue would fund the enhanced bus service, additional charging stations in ski area parking lots, and other vital sustainability improvements so desperately needed. The toll would also discourage driving, which would protect the fragile LCC environment, encourage increased bus ridership, and ease congestion on LCC road. I have spent countless days in LCC for many decades and have analyzed this issue extensively, and I believe this is by far the best compromise to protect LCC while still empowering people to responsibly enjoy the myriad recreational opportunities and benefits that go along with them. The road widening and gondola proposals would permanently damage the LCC ecosystem and be an unsightly scar on one of the most unique and beautiful landscapes in the world.	L S	Website
1603	As the General Manager of another Utah Ski Resort I need so voice my complete support for a Gondola solution to the Cottonwood Canyon travel issues. Gondolas are incredibly sophisticated mode of travel. They can move mass amounts of people efficiently, smoothly and with little down time. This is the future. It's been done all over the world to brilliant effect. Please consider those that know that this is necessary in our state. The Cottonwoods need it and other areas do to. Thank you!	Davy Ratchford	Website
1604	Maintaining the Wasatch Front's unique characteristics, while accommodating the growing demands for people to use this beautiful part of the world is a challenging problem. I hope the decision that will prevail is the enhanced bus solution with road widening for priority lanes. If you give people incentive (i.e. a quick ride up LCC), they'll definitely take it. The Gondola solution is just as cumbersome for LCC users (e.g. skiers still need to move skis from individual vehicle to a mass transit vehicle) but doesn't meet the needs for as many users. In addition, there are year-round benefits for the road-widening solution.	Harrison Jenkins	Website
1605	As a recreational user who accesses Little Cottonwood Canyon nearly every day of the week, every week of the year, I strongly support the enhanced bus solution. I believe this solution will leave a minimal environmental impact on the canyon, and will provide the best return for efficiency, access, and time.	Jimmy Godin	Website
1606	I would prefer the gondola out of the Park City area and to the tops of the Cottonwood Canyons. We had heard this was an option earlier - what happened to it? Having the gondola on the backside eliminates two issues: 1) the transportation issue is somewhat resolved with I-80 and 2) the issue of egress out of the canyon is also resolved; there are 2 ways of getting out of there in case of fire or other disaster - the gondola and down the canyon road.	Nancy CARLSON-GOTTS	Website
1607	Hello, I would have liked to see a maximum number of allowed people in the canyons as an option for transportation. I also saw that the changing cost in maintenance was not considered as part of the gondola alternative. This could significantly change the cost of this option and thus should be included. Carrying capacity of Little Cottonwood canyon should also be considered as a factor when considering transportation options. It is understood that this contains a lot of variables and will be difficult to measure the confounding effects but an attempt will go a long way for helping everyone select the best option. Generally, this EIS seems to be heavily geared towards trying to get as many individuals up the canyon as possible in the near-term (and the long-term to a lesser degree). There is less emphasis on the long-term cultural impact and impact to the allure and draw to the canyons if it is crammed with millions of people. This is an important consideration to make and if it isn't already on most peoples minds, it will be if isn't accounted for in future plans. If we are not already on most peoples minds, it will be if isn't accounted for in future plans. If we are not already on most peoples minds, it will be if isn't accounted for in future plans. If we are not already on most peoples minds, it will be if isn't accounted for in future plans. If we are not already on most peoples minds, it will be if isn't accounted for in future plans.	Kain Kutz	Website
1608	I do not favor the Gondola. Enhanced Bus service makes more sense for many reasons. Gondola con: Biggest environmental impact Gondola con: not direct - bus from hub to station? will take too long Gondola con: doesn't service any trailheads Gondola con: not a year round solution for traffic/trailheads Gondola con: actual costs Gondola con: foot in the door for connecting the canyons. Gondola con: its a "cool" solution that "sells" the canyons - not the best solution.	Shane Kemp	Website
1609	I do think for Buses to work we might need to consider some avalanche sheds - that biggest con for buses is that when the canyon closes, they don't work. but did anyone say it was an inalienable right to access the canyons all the time?!	Rob Sergent	Website
1610	Future generations will thank current leadership for the decision to reduce vehicular traffic and put in a Gondola infrastructure in Little Cottonwood. I would prefer to have a gondola through Little Cotton Wood because it would not only be cheaper (no cost of busses or constant road maintenance) but it would also be less air pollution and it would be a shame to lose a nice area because of pollution.	Ryan Shields	Website
1611	PLEASE BUILD THE GONDOLA. I am a life long resident of Cottonwood Heights... I love Little Cottonwood canyon and everything our mountains and resorts represent. A gondola system is WITHOUT DOUBT, the most obvious method to resolve the congestion and allow for better access/expansion and of course REDUCED EMISSIONS. From my perspective is there needs to be 3 to 5 routes, not just 1 into the canyon via Gondola, from multiple directions (Heber Valley, Park City, Utah County, SLC & Big Cottonwood Canyon. By creating that connected network, you will relieve the pressure on 1 proposed bottleneck junction in Sandy, Cottonwood Heights, Granite etc. ... 1 track isn't going to solve the problem, but it will certainly help. ALSO-> make sure your design expands to allow future exits at the Forrest Service lots and hiking trails mid-canyon... maybe only allow exits by permit... but you need to allow for that and don't react to fix that after the Construction is done. Gondolas can have midway stations... do it once, do it right and TRULY eliminate the traffic.	Mark McGill	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1612	<p>MY RECOMMENDED OPTION IS: Enhanced Bus (no widening of Hwy 210 in LCC). Lowest Environmental Impact. I favor using low- or zero-emission buses and vans on the current LCC road, and solutions that minimize any additional construction in LCC. Expanding the road or installing a gondola will have a larger environmental footprint - the gondola towers are rumored to be over 150' tall - including the regular lift-tower maintenance along our watershed.</p> <p>Inclusive Transportation that Serves Dispersed Users. Buses and vans can provide transportation to trailheads, serving dispersed users. The gondola will not stop for you at the backcountry trailheads and as proposed will not be a year-round solution.</p> <p>Fastest Time to Solution. I strongly believe we have solutions that exist today that can have an immediate impact. Why wait? Let's do a better job with the infrastructure we have in place today.</p> <p>Lowest Cost. Enhanced Bus Service: \$283M.</p>	Igor Baveda	Website
1613	The gondola option is far superior in every way, including impact on the environment	Brian Seaman	Website
1614	The option to use busses with no additional lane seems best. The canyon is so narrow.	C Wong	Website
1615	I support Enhanced bus. Least costly. Best for the environment. Most convenient for backcountry access. 25 year LCC skier. Sandy local.	kathryn torello	Website
1616	"I support the enhanced bus service with road widening option. I have skied at Alta for nearly 50 years. It is my opinion that the automobile traffic in Little Cottonwood Canyon became a problem due to the IKON and Mountain Collective pass holders. Perhaps Alta should consider a parking area for Alta ONLY season pass holders. Time and time again I observed issues with automobiles which are not 4 wheel drive or equipped with chains - they could not get up the incline. It appears to me that these bad behaving folks are never ticketed and I believe ticketing would be a very good start while you work towards an innovative plan. Additionally, I would like to see cars with one person and not carpooling be required to take public transportation.	Doug Bingham	Website
1617	<p>As a homeowner in Cottonwood Heights I feel very strongly against the widening of Wasach Blvd. into a 7 lane highway. It was explained to me at a meeting that one of the reasons to widen to 7 lanes was to accommodate traffic heading to the highway from points as far away as Draper. This makes NO sense to me as there are much more direct routes to the 215 (Highland Blvd) that would be MUCH less of a negative impact on an entire neighborhood.</p> <p>I WOULD support a bus lane ONLY to support the effort to minimize the car traffic up Little Cottonwood in the winter. This could be done by adding one lane, which could change during the morning and afternoon commutes. NOT 7, which would truly destroy the whole neighborhood.</p> <p>Again, widening Wasach to 7 lanes, with or without enhanced bus service, seems like would only allow MORE cars to line up on Wasach, to be stopped at the merge at the base of the road.</p> <p>In terms of the proposed solutions to the car traffic, I can tell you as a skier that very few people will leave their cars to take a 1 hour bus ride. I love the idea of a transportation hub, I understand the location is not ideal for Little Cottonwood Canyon in terms of distance, but an hour is way too long to entice people to take it. IF that ride could be shortened, by using a bus lane all the way to the ski areas and minimal stops, it has more potential to succeed.</p> <p>Alta ski resort proposed a modification to the gondola option, which I agree with. Again, the transit time must be shortened.</p>	Abby Rehkugler	Website
1618	I would love to see the gondola. Will there be any public voting on this or public referendums	Patrick Kintz	Website
1619	<p>I SUPPORT the Enhanced Bus (no widening of Hwy 210 in LCC) option for access to LCC. I have used the bus many times and would use it more if it was made to function properly. This would involve:</p> <ol style="list-style-type: none"> 1. Lots more parking at the canyon mouths for both LCC & BCC. I have seen cars parked 1/2 mile away from the Wasatch Blvd Park&Ride because there is NOT enough parking for those who WANT to take the bus. 2. Lots more buses with ski/board racks on the outside of the bus to facilitate the riders experience with the bus ride. This means more buses to create a continuous stream of buses throughout the day to avoid overcrowding. 3. I DO NOT support a gondola option or any option links LCC or BCC to Park City. Not only do these destroy the canyons, but invites MORE car travel to drive to Park City to avoid the canyons thus causing more pollution. 	Scott Simpson	Website
1620	<p>Driving a car in the canyon just sucks!</p> <p>Not only would better bus service be the cheapest, fastest, and cleanest YEAR ROUND option; it would be the least harmful to the canyon.</p> <p>I am in support of the gondola up Little Cottonwood Canyon. It is way better for the environment than buses and it also won't get trapped in an avalanche.</p>	Ryan Radebaugh	Website
1621	I prefer the gondola with modifications. Have the parking lot at the base of the gondola rather than requiring a bus ride to the gondola. If there is parking at the base of the gondola, it's much easier to transfer all ski equipment once rather than twice with a bus ride. I feel the gondola would be much less susceptible to avalanches than the road.	Sharon Sabin	Website
1622	<p>I am for the 3rd option Gondola. Best for the environment and it would have less impact on our roadways. I believe it would also improve the tourist revenue. I rarely ski but if we had a gondola system I could see myself using that for a date night going up for a date night or to sightsee I'm the summer.</p> <p>Please do not expand the roads</p>	Fred Lee	Website
1623	Please make sure that any segment of the canyon remains available for other uses, particularly climbing. My other concern is that any solution would only move the traffic and parking problem lower, in the valley. I would like to see a much more detailed plan on that.	Melanie Marier	Website
1624	I support the gondola option	Charlie Fuller	Website
1625	A safer, more environmentally friendly form of transportation is what the people want. Please provide us with a way to get where we need to go while preserving the beauty of the mountains.	Cooper Howell	Website
1626	Enhanced bus service only is enough.	Gayle Mahler	Website
1627	I believe building a gondola in Little Cottonwood Canyon would result in obstructed views and decrease the beauty of the canyon itself. Rather than disrupt the canyonscape, adding a shoulder for a priority bus lane would encourage people to take public transit and maintain the beautiful unobstructed views of the canyon.	Chloe Garner	Website
1628	I am in favor of improved bus services without widening the canyon road! This option provides the most accessibility for all outdoor enthusiasts and also has the least amount of environmental impact. Our canyons are unique in their beauty and crucial for healthy ecosystems. We need to protect them so future generations can appreciate their majesty!	Annie Record	Website
1629	The gondola looks like a good option.	Carol Garner	Website
1630	I vote for enhanced bus systems.	Shyla Sparks	Website
1631	I like the gondola option. I think the alternate station at La Caille is promising as well. I would like to look at options for running the gondola year round. I think it would be a great option in the summer and would be great for events like Oktoberfest that are held in the canyon.	Aimee Baarz	Website
1632	I like the gondola option and would like to see a study for it to be year round for all the events.	Bryan Baarz	Website
1633	I like the gondola approach. I think it is the best alternate option.	Justin Gord	Website
1634	Have tickets for the resorts go on sale up until the same day. Reduce and limit ticket sales. What literally drives people to the canyon in the winter?? Skiing. If this canyon did not have skiing we would not have the problem. REDUCE TICKET SALES AT THE RESORT. Any other change will just congest the canyon even more because not everyone is going to want to be on board. So maybe even privatize the road, that way its not a public road. So if you want to travel up private LCC, you need to hop on a provided vehicle from the State. Or even build a bigger parking garage in Little Cottonwood park and ride so people can park there and take the private transportation up.	Marcus Polli	Website
1635	I support a gondola being the main means of transportation in Little Cottonwood Canyon. Thanks for taking my comment.	Randy Keisker	Website
1636	I am in favor of a gondola	Jill Lackey	Website
1637	<p>I support the enhanced bus service without additional roadway construction. Given that each alternative supports roughly the same number of people transported during peak hours, I will not address that issue. This alternative has relatively quick estimated transit times, the lowest environmental impact, and the lowest cost of the proposed alternatives. In order for any of the alternatives to be successful, carpooling regulations for private vehicles need to be implemented. Additionally, the enhanced bus service should support trailhead access. Loading/unloading times at the few trailheads in LCC should be relatively small, as there are few trailheads and only a small fraction of riders would be utilizing them. This alternative is also easily modified in the future given uncertainties due to climate impacts and population growth. It would be possible to consider all the proposed alternatives in the future under the enhanced bus with no roadway construction alternative. However, the other alternatives leave little room for future changes. Once the roadway is widened, it will stay widened. Once a gondola is installed, the infrastructure and environmental impacts will remain. The other two alternatives are simply not adaptable to future uncertainties. The enhanced bus with no additional roadway construction is the only alternative that does not jeopardize one of the primary drinking water sources for the Salt Lake Valley. While water quality impacts can be minimized with careful planning under the other two alternatives, they will still lead to increased bank erosion and sedimentation problems in Little Cottonwood Creek, as well as decreasing the buffer between the creek and human altered landscapes. The costs for the other two alternatives are simply too much of a burden to put on taxpayers, many of whom do not have the financial resources available to utilize ski recreation resources. In summary, the cost and environmental impacts (both known and unknown) of the other two alternatives (gondola and increased bus service with additional roadway construction) are too great to make them viable options. The only acceptable alternative is enhanced bus service, with no additional roadway construction, in combination with carpooling regulations for private vehicles. Thank you for your consideration.</p>	Logan Jamison	Website
1638	Hello! I am fully supportive of a gondola to help with canyon congestion. Thank you!	Katie Johnson	Website
1639	In favor of Gondola	Alexander Buller	Website
1640	I would like to see a Gondola built, safer all around and more reliable and effective for everyone and less impact on the environment.	Sau Lavatai	Website
1641	I am in favor of the gondola. However, I want 24 hours a day road access for hiking and backcountry skiing, camping, hunting, biking. I don't want a gondola that only serves ski resorts only.	Hayden Gardner	Website
1642	I think the Gondola will be the best option for LCC both for daily guests and employees. plus it is the most environmentally safe option.	Jessica Leblanc	Website
1643	I vote for a Gondola for LCC. For environmental and safety reasons.	Julie Dansie	Website
1644	The Gondola is the best option for LCC	Jessica Breitting	Website
1645	I think the gondola is the best option. Too many people still drive up the canyon without proper tires/traction causing accidents. Busses can also slide off the road so an added bus lane could just add to more slides/congestion. A gondola would also alleviate the large amount of emissions from the many, many cars moving at a snails pace up the canyon.	Breanna Escobar	Website
1646	<p>Working in LCC for 20 years. Gondola is the only viable option.</p> <p>Look at I 15. They keep adding lanes and as soon as they are done there is traffic again and need for more. Same thing will happen in the canyon. All it takes is one car to slide off the road to block traffic.</p>	Paul Derderian	Website
1647	I like the gondola option. I would like it to be year round service so that we could use it in the summer and fall as well.	Tiffani Hardy	Website
1648	I'm interested in the gondola, but concerned about the environmental impacts of building it.	Chrissy Scavezze	Website
1649	I think the gondola option is the best.	Clint Hardy	Website
1650	Hi, thank you for the EIS and work done so far. I love the plan for expanding UTA bus service with more stops, parking and the carpool lane. All of these solutions are relatively immediate and cost-effective. The gondola in my mind, is less so. The faff involved in accessing the gondola itself will likely be a major disincentive to families. Direct buses to each resort are a better solution along with direct buses to popular back country trailheads (eg White Pine, Spruces, Alta town etc). The bus service as it exists currently is horrendous (crowded, expensive, slow) and there is tremendous room for improvement (eg. re-establishing service from 3900 S/Wasatch park and ride and perhaps another stop high on 3300S, adding more buses at peak hours, being able to buy tickets online, better equipment storage solutions etc). Thank you, Anna	Anna Keeling	Website
1651	Gondola please for lcc	George Kolbenshlag	Website
1652	Gondola is the only option. We must remove the rubber and white knuckles from the road.	Bryauna Alderin	Website
1653	I am in favor of option 3, the gondola. Effective, economic, and I feel there are other benefits such as tourism.	Mary Lee	Website
1654	Whilst I support the gondola option, more parking should be added at the base to accommodate skiers.	Mary Blunt	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1655	According to the data, gondola is the most cost effective and has the lowest carbon footprint. The attraction of a gondola ride seems to provide something new for tourists and locals. Only downside is some people may consider it an eye sore. Although I don't share this same sentiment.	Dawson Jenkins	Website
1656	I prefer the gondola option. That would take care of the canyon but then you have to decide the best way to get to the Gondola (parking????)	Kathleen Suzanne Fisher	Website
1657	Gondola would be best for carbon footprint in the canyon and also safest for everyone.	Alex Ruhnke	Website
1658	GONDOLA!!! Let's be smart and make a sustainable change that would have a positive impact on the mountain we're trying to conserve, not one that would create more accidents/cars/pollution/congestion etc.	Christina Niemann	Website
1659	This is ABSOLUTELY NEEDED! Last winter all the busses kept getting stuck and made for difficult transit. Not only will this be easier for skiers and mountain employees, this will keep our mountain clean, lessen the stress on the roads, thus lessening avalanches. I cannot stress how much this is wanted and needed.	Somerville Hosier	Website
1660	I am overall in favor of the gondola to provide long-term sustainability and infrastructure. It would be my hope that instead of being all or nothing, there would be implementation of a gondola as well as decreased access for private vehicles and focus on electric buses. Thank You	Sean Slack	Website
1661	The gondola/tram is a brilliant idea! It would save the environment and be safer for all who patronize the canyon.	Darla Alsop Davis	Website
1662	support	Joni Javes	Website
1663	I am in favor of the Gondola solution to traffic issues in Little and Big Cottonwood Canyons.	Michael Krause	Website
1664	I support the Gondola!	Shelby Jackson	Website
1665	After working/driving in Little Cottonwood Canyon for the last 25 years I see no better alternative than the gondola. More buses won't work, it never has. Expanding the road and/or a dedicated bus lane will help sometimes, but not when it snows, which also happens to be when the most people want to come up the canyon. An example of this already exists where the road has two uphill lanes from the White Pine Chutes to Snowbird and every time it snows this section of the road becomes one lane. The gondola won't slow down when it snows like most drivers do. You won't need to check that the gondola has four wheel drive and snow tires. Also, I believe a gondola will attract sightseers in both summer and winter. What a relaxing and safe way to visit our beautiful canyon!	Brian Buse	Website
1666	I'm concerned about construction of a gondola ruining the natural beauty of the canyon. I would much rather see some kind of toll system and charging people for use of canyon or limiting the number of people that can go to each resort on a daily basis, like at Deer Valley. A bus/shuttle system is another alternative, that I think would be a better solution than the destruction of forest land. As far as avalanches go, it happens and the canyon will be backed up, that is one of the factors people take into consideration when choosing between skiing in little versus big cottonwood canyon. There can be more blasting that happens to have controlled avalanches with set times that the road will be closed for those events.	Selma Moric	Website
1667	I am in favor of the Gondola approach to solving the many problems associated with vehicles in Little Cottonwood Canyon.	Jack Thompson	Website
1668	I support the gondola - it's a much better choice!	Justin Peacock	Website
1669	I'm in favor of the gondola project for many reasons#1 being the reduced emissions IF ALL people are mad to take the gondola. They only vehicles that are allowed up the canyon would be emergency, delivery, construction etc. No exceptions for those that think they are to good for public transportation and need to drive their own vehicles. This goes for ALL people in all seasons. Plus the gondola can run in any weather and if the road should be blocked by avalanche some essentials such as food can still be transported by gondola. The more vehicles in the canyon the more likely there will be accidents, thus it should be limited to those mentioned above.	Heather Coleman	Website
1670	A gondola would truly transform Little Cottonwood Canyon into a world class ski destination!	Warren Crummett	Website
1671	I support the gondola. The gondola is the better choice!	Kalani Dreimanis	Website
1672	I support the gondola as a solution to LCC traffic congestion problems.	Jim Dixon	Website
1673	I support the gondola	Joan Berrett	Website
1674	The gondola sounds like the best long-term solution. However I'm concerned with the costs of parking at the base location and the gondola trips. These costs could easily push people back into their cars. Based on this report, I think the most effective option is the enhanced buses with a dedicated lane. A bus needs it's own dedicated lane so that it doesn't have to sit in traffic, that shorter time will incentive people to take the bus rather than taking their own cars.	Jon Goebel	Website
1675	Lastly, will this only run in the winter? I could see a bus system with more stops being very beneficial in the summer as well the gondola option sorry this is hard to do on a phone and my comment was cut off	Andrea Gaither	Website
1676	To reiterate, I think the bus with the dedicated lane is the best option. The gondola seems flashy and fun, however it's impractical. You have to take both a bus and the gondola and there's no option to add stops along the route after the project is completed. It also takes longer than a bus without a dedicated lane.	Andrea Gaither	Website
1677	I support the gondola.	Lindsay Warner	Website
1678	The gondola is the better choice. I support the Gondola!	Devon O'Kane	Website
1679	I support the gondola!	Jenny Kim	Website
1680	In support of the gondola.	Darren Holiday	Website
1681	I vote for the Gondola. Living in Europe, the hills with Goldola services were the most efficient. The environment impact is greatly reduced over other options as well	Jennifer Cottam	Website
1682	I join with the others in my community and add my full support!	Jared Young	Website
1683	I am very supportive of a Gondola method of travel to and from the ski resorts. It is good for the environment as well as practical during inclement weather. I am happy to see Utah looking at alternative methods. I'd like to submit a vote for Gondola. For the following reasons Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; -Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; -Gondola requires far less construction impact on the canyon; -Gondola addresses one of the biggest causes of traffic congestion; traction during snow storms. 3S gondolas run in almost all weather conditions; -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Snow sheds, which is one of the alternatives, addresses only three of the 64 slide paths that affect the canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, buses get stuck on slippery roads just like cars; -Snowbird supports tolling to incentivize carpooling and using mass transit in conjunction with a real transit solution; -Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. We feel this is a serious solution to a generational problem.	Jason Evans	Website
1685	I would like to officially submit on record my support for the Gondola option as a solution to this problem. As someone who has over 10 years of intimate experience with the aerial transportation industry, this is essentially the only solution that is remotely viable in this application. I also feel that the figures given for capacities and speeds are quite dated and do not reflect the capability of current technology. The other options proposed would either be not nearly as effective or be cost prohibitive and environmentally disastrous in LCC. Please seriously consider the Gondola option as your best option for this problem.	Edward DiRosa	Website
1686	I entirely support the option of more, more, more buses. The gondola is one of the stupidest ideas I've ever heard. So is widening the road. We're not there yet. Let's start with buses, particularly since it's going to be years before our nation recovers emotionally and financially enough to travel to ski.	Amy Ross	Website
1687	I strongly support gondolas. Thank you!	Barbara Barnett	Website
1688	I am in favor of the gondola. Some of the big challenges we face in our department is having our employees drive up in heavy snow storms. Several employees have driven off the road or been in accidents while coming up for their shift. I have also had many new hires quit the first day they drive up because they feel anxious and afraid when driving during heavy snow storms. I think the gondola is the best remedy for guests, canyon employees, and our canyon.	Paula Whitlock	Website
1689	I am against the gondola proposals and support (with WBA) enhanced bus service.	David Mastroianni	Website
1690	I saw the proposal review of the "reasonable" options. I am sure that term was used due to frustration on all sides and wild commentary. I saw a very intelligent option in the snow tunnels at common avalanche points. However, I am concerned about road widening so close to the creek. Just a thought... what about a light rail ski train that takes up one lane of the current road, with snow tunnels at key points. The other lane can be controlled by udot or law enforcement and can be directionally controlled for emergency vehicles, or residents, as needed. All skiers must take the train. Rail Cars can be added or removed based on anticipated volume. I have ridden trains in many countries that handle such curves and steepness with ease. Adding the volume of buses proposed seems would be more expensive, high maintenance cost, and impactful to the canyon. I am late to the discussion, so this may have already been discussed. Just a thought. The snow tunnels would make it viable. Thanks for working to save our canyon!	Peter Sherwin	Website
1691	I support Gondola alternative with perhaps better base parking connecting with gondola.	Robert Schumacker	Website
1692	Totally in favor of a gondola system- it would be least environmental impact compared to other suggestions, a way for multi-abled people to enjoy our canyons and I've had great experiences in Telluride. Buses and cars contribute to the poor valley air quality and risk in the canyon.	MARY NESS	Website
1693	Gondolas would be better for the environment Thank you for putting this proposal together. I would like to voice my support in favor of the expanded bus service. This is clearly the most accessible option with the least impact on the canyons. I think a key aspect will be building out better terminals and parking at the base of the canyons or in town -- it doesn't matter exactly where it is, what's key is that you can actually find a place to park, get to the bus, and ideally have a sheltered spot to wait. Taking over that gravel mine at the base of Big Cottonwood, for instance, would be a place to start.	Greg Bateson	Website
1694	I think it's wise to study the potential of adding a dedicated bus lane if it's possible to expand the road without too much impact on the surrounding area. To be clear, any expansion of the road should be to accommodate public transit (or be for pedestrian and bicycle use as suggested). The last thing we need in the canyons is more cars. The other proposals around switching lanes seem unmanageable: they're confusing, require maintenance & signs, and don't serve locals and backcountry skiers and others who just go up for couple hours and come back down. I strongly oppose the gondola proposal. The Wasatch is more than just a giant ski area. For many of us, the beauty of the canyons is that they serve as a quasi-wilderness in our backyard. Turning the entire canyon system into a Vail or European resort style setting would be a travesty. The ski areas already have a tremendous impact on the area, let's not further expand that.	Jamie Henn	Website
1695	Thank you for your work. This is such an important resource that we should take changes one step at a time. It's clear that the expanded bus service is the right place to start. Gondolas break and are wind effected. Widen road and charge cars. Use money to mitigate avalanche terrain and improve the road	Gary Jones	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1696	As a Utah based skier typically going in big and mostly little cottonwood canyon I believe the gondola should not be constructed along the canyon road. Most of the local ski community believe that simply more busses would make for a better system, if electric busses are available and in the budget that would be a much better start than going to the gondola. The bus system has already worked well with moving people, adding more will likely keep people from wanting to deal with bus traffic and will just hop on. A gondola system may take big loads of people however when crowds arrive the lines will get heavy at the station while an enhanced bus system can allow for constant movement of people, preferably busses with one resort as a destination to keep everything moving. Also as a backcountry skier I can see the construction playing a part in planning to ski certain areas, if massive towers are in the way of the safest route possible or pose a threat to a skier caught in an avalanche could be very problematic. Please consider the bus system being enhanced over the gondola system, we aren't in the Alps it's a 14 mile drive, please suggest to resorts to end contracts with the ikon pass as Utah already is growing in tourism and it is an essential reason the traffic issue is so bad right now. Collin	Coll Titus	Website
1697	While reading each solution, I did not feel the comparisons made sense. It is impossible that each of these solution take the same amount of time as they do not all conflict with traffic. Anyway, while I liked the train idea similar to Europe, it has its down sides including taking a lot of land. Adding busses or cars is just a 'bandaid' to the problem; we must look at the big picture for today and tomorrow, future generations. - Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; -Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; This is considering the future of my children. -Gondola requires far less construction impact on the canyon, which unfortunately the train takes; -Gondola addresses one of the biggest causes of traffic congestion: traction during snow storms. 3S gondolas run in almost all weather conditions; -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Snow sheds address only three of the 64 slide paths that affect the canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, when UTA increased buses, which was good, busses get stuck on slippery roads just like cars; -Toll to incentivize carpooling and using mass transit in conjunction with a real transit solution is fair; - take in consideration that Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. I feel, like others, this is a serious solution to a generational problem. Thank you.	Lucette Barbier	Website
1698	I support the enhanced bus service option ASSUMING: (1) use of electric powered buses; (2) prohibiting vehicular access on SR 210 during the ski season unless the vehicle or its owner / driver is equipped with a non-transferable pass issued to (a) Alta / Snowbird permanent or seasonal residents, (b) non- resident employees working at the ski resorts or in the town of Alta, (c) public service vehicles (i.e. police, fire, ambulance, etc.) and (d) tourists staying at least one night at one of the lodges or condos; and (3) adequate parking structures / facilities are built at the bus transfer / terminals at the base of LCC.	David Leta	Website
1699	Enhanced bus!	Matt Chen	Website
1700	Our home back's Wasatch Blvd, we absolutely do not want the road widened. That won't solve the problem. Not closing the road is the only way to not have traffic backed up in the winter. We have been in our home 23 years. If you want to know about the back ups on Wasatch please give us a call.	Jan Brewer	Website
1701	I support the gondola	Riley Rearden	Website
1702	Will the Gondola have a cost for users? Thanks, Rob	Rob Ricks	Website
1703	First, I live about a mile or so from the mouth of Big Cottonwood Canyon, in Mill Hollow area. Simply stating this as I am a 'local'. A suggestion of '5-10 seasons' has been made on timeline to build a Gondola, do things only get worse between now and then? I would be concerned of the environmental impact of construction of a gondola. Also, what about days when the weather may force closure of a Gondola, high winds, storms, etc? Gondola will likely only stop at resorts, not other destinations in the canyon. The pay for parking (Solitude model) combined with more low cost bus fare options seems basically immediately able to be implemented. Seems like it could make a dent right away if the resorts agreed to the parking cost model. It is money they don't make now, and user demand for product seems to be only growing. The inconvenience is easily handled through mobile payment applications, or a some lot located payment kiosks. The parking costs could possibly be used to help pay for ongoing bus expense as well? The goal being to basically keep the lift ticket costs relatively family affordable, make bus fare affordable, and make parking costs at the resorts painful enough that people use public transit instead. It sounds like the La Cai grounds are being considered for part of a solution. Could building a park and ride lot and bus terminal there be an option? Busses then run from that terminal up BCC and LCC? Maybe eventually even consider street level Trax (similar to 400 S) from the main valley line at Sandy Station along 9000S / Little Cottonwood Rd to the La Cai area bus terminal? While I'm sure expensive, it would allow access to the canyon bus systems from as far away as any Trax/Front Runner station.	ross karcher	Website
1704	Hi. I have reviewed the options, and I strongly prefer a combination of expanded busing, and using tolls. I don't want to expand the roadway, and I definitely don't want a gondola. The tolls will allow those who want to privilege of recreating in the canyon and driving a car, to pay for it. Pay for privilege. When I use a service, I expect to pay for it, and it shouldn't be any different for our canyons.	Jared Rich	Website
1705	Thank you for giving the public the opportunity to make comments on the EIS for Little Cottonwood Canyon. LCC has been my home for the past sixteen years and I love living here. I am totally against the Gondola Alternative 3. I prefer Alternative 1 and 2. I am in favor of the snow sheds but I am not in favor of the Alternative Components for the trail head and road side parking. I would happily pay a toll if necessary.	Elizabeth Kinne	Website
1706	The best part of the canyon is the ride to the top and back. Snow sheds may help keep snow off the road, but I don't want to spend my ride in a concrete tunnel.	Emily Lyons	Website
1707	Gondola is the only solution that addresses all issues. Busses and extra road are still subject to avalanche and traction problems. Also gondola is the cleanest solution.	Jason Ostler	Website
1708	I support the gondola for transport up the canyon	DeGrey Christensen	Website
1709	I would greatly appreciate a gondola as it a better choice for the environment.	Tanner Pfluger	Website
1710	If I am going out for the night, I don't want to spend \$60+ to take an Uber up the canyon and back. A gondola would allow me to go out and enjoy myself fully and safely.	Chloe Fox	Website
1711	I am in favor of the option of the Gondola however, I am not in favor of widening Wasatch Blvd. because I would like UDOT to find a better solution that does not hurt the Cottonwood Heights community. The hubs need to just a little further away from the mouth of the canyon and closer to freeways exits. If Little Cottonwood Canyon problems are solved in any of the three options and At the same time if Big Cottonwood Canyon is not addressed the impact on Big Cottonwood Canyon will be HUGE! The two canyons traffic issues needs to be addressed and solved together as they affect each other.	Carolyn Keigley	Website
1712	I would love to be able to enjoy time with my new baby going up the canyon. A gondola would allow that memory building instead of me having to focus on the road.	Sean Quinn	Website
1713	No to widening the road and yes of a gondola	jacqueline Wheeler	Website
1714	I love the idea of a Gondola! It's way more environmentally friendly and would be great to have year -round.	John Nielsen	Website
1715	Hello Utah Department of Transportation, I am writing to you as a climber who recreates on the boulders in Little Cottonwood Canyon. I am writing to you to advocate for the gondola option outlined in the EIS at all costs. Road widening will not solve the problem of increased traffic congestion coming from the Salt Lake valley as the city grows exponentially. Choosing a road widening will only cause more people to enter the canyon at already busy times overloading and creating larger vehicular pollutant loads, the very reason why we escape the Salt Lake valley during a bad inversion (summer ozone or winter industry/vehicle smog). A gondola system will cost less to build and establish, provide a scenic view of the canyon and it's recreation and intrinsic beauty, and have the minimal impact on the canyon itself. I beg you to choose the gondola option as adding more roads does nothing to adapt to the problem of increasing growth in Salt Lake City. I would also like to add that increasing bus services as well as the gondola can help lower traffic volume up the canyon during peak seasons. Thank you for taking the time to read my comments.	Michael Jarzin Jr	Website
1716	I support the gondola	Perri Rossi	Website
1717	I support the expanded bus service with no road widening. The impact on non-winter recreation activities in LCC seems too high with the other two options.	Eddie Morillas	Website
1718	Prefer Enhanced Bus with No Road Wideing. I rode the 994 all last season to Alta. When I rode at 10:40 up from 9400S 2000E, and the 2-59 down from Alta, usually, only seven to @10 passengers going up and coming down. My feeling is the Ski Bus is under utilized.	Michael Vahle	Website
1719	An increase in the number of buses servicing the canyons without addition of an extra lane is the least expensive option and would be the most expeditious as well. Additionally, an increase in buses (particularly zero emission vehicles) would have the lowest environmental impact and is the most practical. An expectation that people would park, take a bus, and then take a gondola is unrealistic. Finally, the other options, especially the gondola, cost more and would take much longer to implement. Should the enhanced bus service fail to produce the expected results, the alternative options could be entertained at a future date.	Fernando Rodriguez	Website
1720	No gondola!!!!	Tim LaPointe	Website
1721	As someone who doesn't drive very often, I get nervous driving up the canyon. I would feel much more comfortable with the gondola option. Please consider the gondola!	David Wright	Website
1722	Too many times people get stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely.	Taylor Daniels	Website
1723	Widening the road and building snow sheds does more harm to landscape that is already at risk of being damaged and lost. The gondola has less of an impact on the environment! The gondola is a much better choice.	Caylie Newcom	Website
1724	I support the Gondola in little cottonwood and encouraging people to get out and see Utah's beauty. I don't support the addition of more busses which will pollute Utah's AIT quality more.	Sarah Evans	Website
1725	Please choose the Gondola!	Mike Santo	Website
1726	YASSSSS GONDOLA	Allan Nguyen	Website
1727	Yes environment! Love a ganda!!	Aaron Munar	Website
1728	Let's reduce our carbon footprint together!	Adam Perez	Website
1729	Selena Gondolas	Jonathan Hughes	Website
1730	I am definitely against this proposal as a frequent visitor.	Kathryn Hayward	Website
1731	Any road option is short-sighted and doesn't solve the problem. Getting people off the road is the best way we can protect the canyon and plan for future demand.	Myles Woolstenhume	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1732	<p>Thank you for sharing the LCC ESI and soliciting our feedback. I am impressed by the thought and care that went into detailing and studying these options. I am impressed by the focus on public transportation, because (as evidenced by your results) it's clear that public transportation must be a core part of a solution that addresses delays and preserves LCC.</p> <p>In my travels in and around LCC, I've found that delays on Wasatch Blvd and the mouth of the canyon are a key component of travel delay on busses. I think that both of the bus-focused alternatives could be viable options, but I think they should do more to alleviate bus delays along Wasatch Blvd. In particular, I think that expanded roadway capacity on Wasatch Blvd should echo plans in LCC - in particular, extra lanes on Wasatch Blvd should be reserved as bus-only lanes during peak hours, and retained as a wider shoulder for bikes and pedestrians in the summer.</p> <p>Critically, the accuracy of the rider metrics presented in the EIS, and the overall success of the plan, depend on many people choosing to take the bus up LCC. For this to be the case, the bus needs to offer an improved service over driving - increased bus speeds, and tolls on the LCC road, are the best way to achieve this. The current plan - for signal priority on Wasatch Blvd - is insufficient. This is clear because the estimated bus travel times are no lower than the estimated car travel times during peak hours. Please consider an alternative that provides bus lanes on Wasatch Blvd.</p> <p>Thank you,</p>	Ian Schneider	Email
1733	<p>Please do not expand the road in LCC. As an avid rock climber I would hate to see the road encroach any further onto, or even destroy, the boulders in the canyon.</p> <p>More bus services or install a gondola if minimal impact is possible.</p> <p>Thank you</p>	Justin Wood	Website
1734	We need to do more for our environment. The gondola is the best option. Let's fight for our wildlife and the protection they deserve.	Ryan Lambert	Website
1735	As a teacher here in Utah it is hard to have these discussions with my students about what is happening financially and environmentally. It would bring me so much joy to share with them that the state is thinking about their future and good activities for them that are good for the economy and earth. Take more time to consider the gondola.	Jenny Barlow	Website
1736	Too many times people are stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely.	Carter Thompson	Website
1737	A gondola sounds like a great option - creating more accessibility for summer and winter activities.	Carter Thompson	Website
1738	No road widening resulting in destruction of rock climbing, specifically bouldering areas. We need more information on road access under the Gondola and Enhanced Bus (no road widening) plans. Will it be only busses in winter? Closed in winter when gondola is in use? Also, do not restrict roadside parking as this will take away alot of access for backcountry skiing, climbing and hiking. Please update us with further information. Thank you!	Kipp Schorr	Website
1739	I'd vote for option #2 (Enhanced Bus Service in Peak Period Shoulder Lanes). The "mobility hub" should be a parking deck with other amenities. Lockers, bathrooms and restaurants would encourage use of the hub. Put in the bus only lane as outlined in option #2. Charge cars a toll to go up the canyon (using a system like EZPass to make it faster than a manual toll). Then use the toll revenue to pay for the mobility hub/parking deck.	Lauren Kugler	Website
1740	<p>After years visiting Europe in all sizes of ski areas, we are nuts to rely on parking lots and highways to support Little Cottonwood and the traffic is destroying the community. A gondola or funicular train are by far the best solutions and there needs to be a huge parking complex at the base because people simply won't ride a bus- ski equipment is heavy and difficult to move, they simply won't do it twice. Also, ONLY allow for two stops- one for Snowbird and one for Alta. Don't accommodate minority interests who own property, etc. because it will drive up costs. In addition ition, adding more buses for Trax to the gondola site would help. What cannot happen is this dim-witted planning currently going on that just accelerates people to the choke-point (which is a two-lane steep canyon road that cannot be widened).</p> <p>And, get everyone to pay- have resorts kick in from season pass and day sales, have a fair use fee, have a parking fee and use money that would have been spent on dumb expansion projects. Build a massive garage structure at old Shopko site on Little Cottonwood and run the gondola right up from there.</p>	Kris Altice	Website
1741	Definitely in favor of the gondola solution. The lower cost road proposal does not address the traffic issues substantially enough to make a long term solution. The higher cost road improvements cost more than the gondola, have a much bigger environmental and aesthetic impact, and still risk issues with accidents, many avalanche paths, and stuck vehicles. For many reasons, the gondola solution is the way to go.	Chris Calhoun	Website
1742	Say YES to the environment!	Nelson Hung	Website
1743	Have you considered turning the canyon (both lanes) into one way up only service from 7 am - 9:30 am daily with a break to let traffic come down occasionally, then do the same thing in the afternoon from 3 pm - 6 pm? It would have to be under some type of police / highway patrol escort to manage it. Also have highway patrol manage the mouth of the canyon on powder days - if you don't have AWD, 4WD or chains you can't go up the canyon.	Joe Steffan	Website
1744	The Gondola would be beneficial for both guests and EMPLOYEES of Snowbird. For safety, expense, and carbon footprint. I Support.	Makayla Fitzgerald	Website
1745	Love this project! Especially the gondola!	David Cruz	Website
1746	<p>I am opposed to the addition of any gondola within the central Wasatch mountains for the following reasons:</p> <p>It costs taxpayer money, but only benefits ski resort patrons</p> <p>Busses are more efficient in cost, and will not add more "tourist attraction" patrons like the gondola will.</p> <p>Busses have the opportunity to be used year round, and for all parts of the canyon (not just resorts)</p> <p>We already have about 90 lifts in the central Wasatch alone - any further development will undoubtedly infringe upon the undisturbed land we have left.</p> <p>I am in full support of large transportation hubs with multi-level parking garages along the 9400 s and Fort Union lines with increased, more consistent, cleaner busses.</p>	Douglas Tolman	Website
1747	<p>As a long-time Utah resident, I am an advocate for the lowest impact solutions in the Wasatch. Enhanced bus service, without road widening, is a clear winner in this case. In addition to being the lowest impact option, I believe it will serve the most diverse population of users.</p> <p>As someone who frequents the Little Cottonwood backcountry, having flexible access to a variety of trailheads is important to me, and I don't believe a Gondola will effectively serve this need. Additionally, grand infrastructure is the opposite of why I go to the Wasatch. To be able to walk for an hour or two and feel like I'm truly in the wild is a beautiful thing, and building additional infrastructure into the viewshed will create a ski resort feel for the entire canyon. I don't want to feel like the cottonwoods are just one big resort. Retaining the character of the wild so close to home is incredibly important. It's what makes Salt Lake City a worthy home.</p>	Bridger Layton	Website
1748	i would like to see the roads widened and more parking for cars to drive up to Alta. Snowbird has lots more parking than Alta. Couldn't another parking lot be created somewhere and even have a shuttle service to bring skiers to the resort lifts?	Kathee Gabriel	Website
1749	Not a fan of the bus, but I love the gondola! I can't wait to ride it!	Emma Fitts	Website
1750	My vote is for the gondola option!	pedro rodriguez	Website
1751	The gondola is the better choice!	Adrienne Halvorson	Website
1752	Much better environmentally friendly option.	Case Spaulding	Website
1753	YES YES YES!!	Liz Corona	Website
1754	<p>Hi,</p> <p>After reading the 3 proposed options I think that a large number of any snow sheds and tunnels should be built on the road (Euro style) with electric buses used to transport individuals up/down. Additionally, multi story parking garages could be constructed at the current parking locations to house a much larger quantity of vehicles and serve as transport hubs.</p> <p>The gondola idea has a kitschy sight seeing uniqueness to it, but ultimately isn't a strong solution.</p> <p>Thanks for taking time to read, and consider these thoughts.</p>	Alex Hunt	Email
1755	The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years. I am strongly in support of the gondola.	Delaney Westfall	Website
1756	Support the bus plan. WASATCH BACKCOUNTRY ALLIANCE has the right plan.	Emily Berriochoa	Website
1757	As my parents get older I worry about their vision and safe driving. I know the canyon can be scary and hard to navigate, especially in the winter and at night. It would bring me a lot of comfort if they had an option where they wouldn't have to drive. The gondola is a great solution.	Brian Carey	Website
1758	Please choose the Gondola! It would make a great activity for date nights and outings with friends.	Noah Hartwell	Website
1759	I love the canyon. It is so beautiful. I fear a lot of that wildlife and beauty would be ruined with the snow shed. A gondola would be a beautiful way to enjoy the canyon from a whole new perspective.	Dalinn Halls	Website
1760	Widening the road and building snow sheds does more harm to landscape that is already at risk of being damaged and lost.	Whitney Uland	Website
1761	My husband and I love to go skiing but it can be such a hassle with traffic. We would feel more inclined if we could go with more ease. The gondola seems like a cool option!	Jayne Wappel	Website
1762	Please, please make this a reality!	Megan Heaps	Website
1763	Air quality is important to me and I support the gondola.	Greg Liles	Website
1764	Being an avid snowboarder I think a gondola would greatly improve the experience of going up to Snowbird.	Jackson Waetchler	Website
1765	Utah's air quality is terrible. In 2017 we were ranked number 1 in worst air quality in the nation. We need a solution that cuts down on carbon emissions. The gondola is clearly the least impactful on the environment.	Maddie Hall	Website
1766	Being stuck in a car for hours in traffic is super difficult for someone who struggles with claustrophobia like me. The gondola seems like the most practical and consistent schedule which would ease my anxiety.	Tanner Forbes	Website
1767	As an individual with a disability, transportation is difficult. Buses are cramped and crowded, cars are uncomfortable when they get stuck or delayed in the canyon. It's clear that the gondola is the most consistent with its schedule, long life, and very low if any environmental impact. The gondola is the choice, hands down.	Carson Tueller	Website
1768	Please choose the Gondola!	Megan Haley	Website
1769	The gondola would provide a great activity for my family to enjoy during the summer and winter. With such a large family, car trips can be difficult. Any relief from that drive would be such a blessing.	Terica English	Website
1770	The gondola sounds awesome.	Caleb Jenson	Website
1771	As a mom of two young girls, I CANNOT get stuck in the canyon. If either of them were to have medical needs I wouldn't be able to get them the help they needed with canyon closures and traffic. I would prefer the gondola choice.	Lauren Wilcox	Website
1772	I support the gondola and the additional option it provides for transportation in a new way.	Shelby Tagge	Website
1773	The gondola is the best choice for the environment. With little to no carbon emission and the lowest effect on wildlife, it is the best choice.	Ryan Armstrong	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1774	I am in support of the gondola. I love the sustainability and environmentally friendly option. It will help to not increase the bad air quality in Utah.	Alex McDermott	Website
1775	I am tired of traffic in the canyon. The gondola at least provides an alternative transportation method without having to be on the roads.	Cassie Green	Website
1776	A gondola is the best way to see the canyon. I would greatly appreciate this being taken into consideration.	Keith Goodrich	Website
1777	I want the gondola. For ease of transportation for me, my kids, and my grandkids. Please build the gondola in Little Cottonwood Canyon. I think it would be the safest and most efficient way to address the traffic on powder days and all days for that matter. more buses and cars and lanes and snowsheds just will not do justice to the beauty of the canyon. A gondola system is the best option. Just be sure it operates early and late enough for employees. Also, please build it in my lifetime. I am 64 yo now. thanks. More reasons: -Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; -Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; -Gondola requires far less construction impact on the canyon; -Gondola addresses one of the biggest causes of traffic congestion: traction during snow storms. 3S gondolas run in almost all weather conditions; -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Snow sheds, which is one of the alternatives, addresses only three of the 64 slide paths that affect the canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, buses get stuck on slippery roads just like cars; -Snowbird supports tolling to incentivize carpooling and using mass transit in conjunction with a real transit solution; -Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. We feel this is a serious solution to a generational problem.-Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; -Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; -Gondola requires far less construction impact on the canyon; -Gondola addresses one of the biggest causes of traffic congestion: traction during snow storms. 3S gondolas run in almost all weather conditions; -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Snow sheds, which is one of the alternatives, addresses only three of the 64 slide paths that affect the canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, buses get stuck on slippery roads just like cars; -Snowbird supports tolling to incentivize carpooling and using mass transit in conjunction with a real transit solution; -Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. We feel this is a serious solution to a generational problem.	Laurie Leishman	Website
1778	In favor of gondola to access Snriwbird Thanks for putting this together. I love the gondola idea but it seems like a double edge sword when you have to park somewhere else and take a bus. Especially on busy days when the traffic is already jacked. Could add to the problem. The infrastructure in the canyon might also be an eye sore. I also like the idea of more busses with snowsheds. But as great of an idea that is, snow and weather will always play a factor causing buses to have issues regardless. To compound the affect people are stubborn and always want to do there own thing. Hence people driving up by themselves. We need a mandatory toll to enter with a pass option like millcreek. Also need to strictly enforce carpooling. 3+ or you can't come up in your personal rig and must resort to a bus. Might be a pain for some but it's not that hard to think ahead. This can be regulated easily at the toll booth. Person just checks your car and mines well look at snow tires. This will also spread out cars in then canyon. That's a good thing because people drive like maniacs. Overall my vote is for the gondola and a toll booth at the base with mandatory carpooling if you're going to use the canyon. (Special circumstances for employees) And if you can't go up because of the carpool issue you can take the existing bus system or the gondola. Thanks. Having grown up at the base of Little Cottonwood canyon (and being an avid skier), I recognize the great need to help the traffic congestion that has plagued this area for as long as I can remember. After reading the different proposals, I am most in favor of the tri-cable gondola system. Specifically scenario 3B - the bus to gondola option. Not only are gondolas a unique and beautiful way to travel but they are the far more environmentally friendly option to help keep our canyons the beautiful escape that they are. Gondolas will also be safer from avalanche danger and will negate the need to widen the roads up to the ski resorts. The bus to gondola option is not only cheaper than some other options offered, it will be met with less resistance from the surrounding residential areas; my childhood home. Also, from a personal standpoint, I have never wanted to take the bus that is currently offered. Simply offering more buses and widening the canyon road (in my opinion) is the worst way to go, environmentally and option wise. For me and many others I know, despite the transfer from car to bus to gondola, I would pay for a gondola ticket long before I would pay for a bus ticket. If we are wanting to give people a positive alternative to driving, the gondola option is one that would actually convince me not to drive my car. Thank you for your time.	Richard May	Website
1779	In favor of gondola to access Snriwbird Thanks for putting this together. I love the gondola idea but it seems like a double edge sword when you have to park somewhere else and take a bus. Especially on busy days when the traffic is already jacked. Could add to the problem. The infrastructure in the canyon might also be an eye sore. I also like the idea of more busses with snowsheds. But as great of an idea that is, snow and weather will always play a factor causing buses to have issues regardless. To compound the affect people are stubborn and always want to do there own thing. Hence people driving up by themselves. We need a mandatory toll to enter with a pass option like millcreek. Also need to strictly enforce carpooling. 3+ or you can't come up in your personal rig and must resort to a bus. Might be a pain for some but it's not that hard to think ahead. This can be regulated easily at the toll booth. Person just checks your car and mines well look at snow tires. This will also spread out cars in then canyon. That's a good thing because people drive like maniacs. Overall my vote is for the gondola and a toll booth at the base with mandatory carpooling if you're going to use the canyon. (Special circumstances for employees) And if you can't go up because of the carpool issue you can take the existing bus system or the gondola. Thanks. Having grown up at the base of Little Cottonwood canyon (and being an avid skier), I recognize the great need to help the traffic congestion that has plagued this area for as long as I can remember. After reading the different proposals, I am most in favor of the tri-cable gondola system. Specifically scenario 3B - the bus to gondola option. Not only are gondolas a unique and beautiful way to travel but they are the far more environmentally friendly option to help keep our canyons the beautiful escape that they are. Gondolas will also be safer from avalanche danger and will negate the need to widen the roads up to the ski resorts. The bus to gondola option is not only cheaper than some other options offered, it will be met with less resistance from the surrounding residential areas; my childhood home. Also, from a personal standpoint, I have never wanted to take the bus that is currently offered. Simply offering more buses and widening the canyon road (in my opinion) is the worst way to go, environmentally and option wise. For me and many others I know, despite the transfer from car to bus to gondola, I would pay for a gondola ticket long before I would pay for a bus ticket. If we are wanting to give people a positive alternative to driving, the gondola option is one that would actually convince me not to drive my car. Thank you for your time.	Luc Hostein	Website
1780	I am a resident of Alta, and in reviewing the 3 options I believe the 2nd option is the best. I believe widening the shoulder and creating overpasses for avalanches would help solve more than just the issue of road congestion in the winter. It also is estimated to be the fastest option which I believe will translate into being the most effective and enticing for LLC visitors. I believe by widening the roadway and dedicating the extra lane to pedestrians and bikers in the summers, would be a tremendous upgrade for the safety of pedestrians and bikers. Driving this road everyday in the summer is stressful due to the many winding/blind corners with popular hiking trail parking just off the side of the road. Since I drive this road often I am aware of which places are commonly congested, but I worry about those who are less familiar with the canyon road and may take these corners too fast not realizing there may a family with young children around that sharp turn, on or just off the road. Sharing the road when there is no shoulder is difficult especially in the downhill lane when bikers are also traveling downhill with space to be off to the side. I have seen a biker hit by a car this year in what I would consider one of the safer places on the road due to visibility. It exemplified to me why we also need to make the safety of pedestrians and bikers a priority while we consider these modifications for travel in LLC. I also hope that the avalanche bypasses would serve as wildlife crossing areas in the summer for the safety of drivers as well as animals, which is important considering we are in a national forest with acres of land that are inaccessible to humans and therefore seems to be a refuge for a large amount of wildlife. I also believe widening the road would help with congestion in the winters by allowing more people on the road at any give time. I support the use of tolls and I hope you will consider an option for locals/employees to have a special pass.	Matt Neborsky	Website
1781	Regardless of the new transport means that will happen, there will always be a need for cars. My kids train at 6:30am. I need to go by car. If it's not the case, then the route of public transportation is only valid if you are planning on having something going up and down every 5 minutes at certain times a day. I don't think anyone wants to get crammed inside anything any more. If you have to space people out, you also need to offer frequency.	Kristin Montgomery	Website
1782	I am a resident of Alta, and in reviewing the 3 options I believe the 2nd option is the best. I believe widening the shoulder and creating overpasses for avalanches would help solve more than just the issue of road congestion in the winter. It also is estimated to be the fastest option which I believe will translate into being the most effective and enticing for LLC visitors. I believe by widening the roadway and dedicating the extra lane to pedestrians and bikers in the summers, would be a tremendous upgrade for the safety of pedestrians and bikers. Driving this road everyday in the summer is stressful due to the many winding/blind corners with popular hiking trail parking just off the side of the road. Since I drive this road often I am aware of which places are commonly congested, but I worry about those who are less familiar with the canyon road and may take these corners too fast not realizing there may a family with young children around that sharp turn, on or just off the road. Sharing the road when there is no shoulder is difficult especially in the downhill lane when bikers are also traveling downhill with space to be off to the side. I have seen a biker hit by a car this year in what I would consider one of the safer places on the road due to visibility. It exemplified to me why we also need to make the safety of pedestrians and bikers a priority while we consider these modifications for travel in LLC. I also hope that the avalanche bypasses would serve as wildlife crossing areas in the summer for the safety of drivers as well as animals, which is important considering we are in a national forest with acres of land that are inaccessible to humans and therefore seems to be a refuge for a large amount of wildlife. I also believe widening the road would help with congestion in the winters by allowing more people on the road at any give time. I support the use of tolls and I hope you will consider an option for locals/employees to have a special pass.	Anne Sullivan	Website
1783	I work at Snowbird, and the road has always been the worst part of my job. Im in favor of the gondola option as it is the only option that actually addresses the full extent of the problem. Busses get stuck in the snow just like cars do. The gondola would not. The gondola is also the most environmentally friendly option. I believe that the gondola should run year-round as well. It's hard for me to understand how we can say we support green and climate change actions if we only promote and run busses in the winter. The same would apply to the gondola. It would also be safer for those coming up to Oktoberfest to have a transportation option down the canyon other than driving. This will also alleviate parking in the canyon, but ONLY if there are adequate parking hubs built at the gondola station. I appreciated the increase in busses this winter, but there was not enough parking at any of the stops, so please over-prepare and create more parking spaces than anticipated. If you build spaces just for the current demand, there will not be enough spaces by the time the hubs are actually built.	Kara Doane	Website
1784	I comment those involved for providing these very interesting options for transportation in LCC. My preferred alternative is the Enhanced Bus Option. This option will provide the quickest travel times. The optics of a fast-moving bus lane next to cars stuck in traffic will likely encourage even more people to take the buses. This option is also easily scalable in the future with higher frequency buses and more parking infrastructure down valley. In theory, a wider road would allow for light rail in the future. Though this option has the highest capital costs, it not only addresses the immediate transportation needs but provides the capacity for future enhancements My second preference is the gondola but am concerned both by the slower travel times and visual impacts in the valley. support your idea of continued bus service and modified gondola	Emma van Beuningen	Website
1785	Having a gondola would hurt the beauty and preservation of the canyon. A large wire running through the canyon would take away from the canyon itself. I think the best option would be enhanced bus services with a bus only lane during busy times. Allowing the bus to travel faster than cars would be a good way to incentivize people to use the bus. Additionally, a bus only lane should be added at the mouth of the canyon so the bus does not get stuck in the same traffic as everyone else. There is no point in taking the bus if it is not quicker than driving.	Stan Pugsley	Website
1786	I am a father of 6 kids. We ski almost every Saturday at Snowbird. We never go up the canyon with less than 4 people in the car. My priority is to minimize the time that my little kids have to stand on the side of the road waiting for service, and minimize the number of times we have to transfer equipment. We can't haul equipment 500 yards and then have a long wait. The kids will all be crying.	Jason Taylor	Website
1787	Enhanced busing is the best and least-invasive solution. Gondola please	Linda Beecher	Website
1788	I work at Snowbird, and the road has always been the worst part of my job. Im in favor of the gondola option as it is the only option that actually addresses the full extent of the problem. Busses get stuck in the snow just like cars do. The gondola would not. The gondola is also the most environmentally friendly option. I believe that the gondola should run year-round as well. It's hard for me to understand how we can say we support green and climate change actions if we only promote and run busses in the winter. The same would apply to the gondola. It would also be safer for those coming up to Oktoberfest to have a transportation option down the canyon other than driving. This will also alleviate parking in the canyon, but ONLY if there are adequate parking hubs built at the gondola station. I appreciated the increase in busses this winter, but there was not enough parking at any of the stops, so please over-prepare and create more parking spaces than anticipated. If you build spaces just for the current demand, there will not be enough spaces by the time the hubs are actually built.	Lindsey Steed	Website
1789	I comment those involved for providing these very interesting options for transportation in LCC. My preferred alternative is the Enhanced Bus Option. This option will provide the quickest travel times. The optics of a fast-moving bus lane next to cars stuck in traffic will likely encourage even more people to take the buses. This option is also easily scalable in the future with higher frequency buses and more parking infrastructure down valley. In theory, a wider road would allow for light rail in the future. Though this option has the highest capital costs, it not only addresses the immediate transportation needs but provides the capacity for future enhancements My second preference is the gondola but am concerned both by the slower travel times and visual impacts in the valley. support your idea of continued bus service and modified gondola	Chris Apicella	Website
1790	support your idea of continued bus service and modified gondola	barbara reineke	Website
1791	skierd be patient & drive up the mountain ,single lane. I would like to see the road widened with extra buses if there is an orderly way to implement it and room for everyone. (I like the idea of getting up there in half the time it would take to ride a gondola or bus in the car lane).	Luke Rahn	Website
1792	I rode the UTA bus one time four years ago and it was miserable!!! I parked at the base of Big Cottonwood canyon early around 7:30am. I waited in the freezing cold with my two children for over an hour. (We couldn't wait in the hut because we would lose our place in line). A couple buses came through but they were already full and kept on going. Another bus came and we were shoved to the side by pushy people. My toes were in pain on their way to frostbite. Finally, I got a little more aggressive and made sure my kids and I could get on the fourth bus that came by. Once on the bus, we were packed like sardines - not a chance of getting a seat. It was a stretch to find a pole to hang onto !I stood body to body with strangers. It was all I could do to protect my kids from suffocating in the crowd or getting hit in the head with someone's skis or boards as the bus turned up the canyon curves. Once at Brighton, it took another hour or two to warm my toes and relax before I actually skied. After that experience, I never wanted to attempt a UTA bus ride up Big OR Little Cottonwood Canyon. Even with my previous traumatic experience, I would still consider riding a UTA bus up Little Cottonwood if there was an orderly way to save your place in line so you don't have to fight for it. Maybe online reservations or take a ticket like the DMW. Also, having a limit to number of people who can be in the bus would help. Can UT road department add rails to the side of the road up Little Cottonwood? It is so scary on those turns when it is icy and cars slip around almost falling off the edge.	Mary Williams	Website
1793	I do not support widening Wasatch Blvd which would only get saturated with cars as our city population grows. I would instead incentivize HOV lanes, bus lanes. This will have the impact of decreasing property values in proximate areas and increasing air pollution in our valley - especially during the sensitive winter inversion season. This is a short sighted move. Instead we need to incentivize clean energy and not overpopulating our mountains with even more people which fundamentally changes the nature of our resources.	Matt Vukin	Website
1794	After reviewing all three alternatives, I believe that the Gondola would be best choice. Thank you	scott carson	Website
1795	Please no gondola. Increased bus service and or road widening is my vote. Not sure how else to voice my option. Salt Lake City local here the and Alta-Bird passholder.	Aidan McCarthy	Website
1796	After reviewing all three alternatives, I believe that the Gondola would be best choice. I think the Gondola would be the best alternative to preserve the natural beauty and ecosystem of little cottonwood canyon. In addition, the gondola would reduce auto admissions and alleviate traffic and parking issues. Thank you	scott carson	Website
1797	I am highly interested in the gondola alternative, but believe that a parking structure at the gondola station should be made as opposed to a park and bus to the station. If I could park at the station and ride the gondola, I would use it. If I have to get on a bus to then go to the gondola station, the unload and reload, I wouldn't use it. Please remember that we will be hauling gear for adults and children. Thus, every exchange is highly involved and you are carrying equipment from place to place. I would prefer one exchange to the gondola and then one exchange getting off at Alta or Snowbird. I think the Gondola would also be used year round - again, only if parking is at the gondola station. Please make this alternative to the plan.	John Stringham	Website
1798	Having looked over the various options, I am 100% in favor of investing in the Gondola system. Not only is it cost competitive, it is safer than freeway travel (especially during the winter), AND it's an attraction in itself. The journey almost more fun than the destination.	Chris Bentley	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1799	<p>Adding more buses is not a bad idea, but I doubt it will work. This works in theory, but I would say it will not achieve the overall goal of reducing traffic in the canyons. I live at the base and the biggest problem you are not looking at is that the canyons are NOT always crowded. They are mostly only crowded on holidays, weekends, or powder days!</p> <p>Things to look at:</p> <ol style="list-style-type: none"> 1. are the buses currently at max capacity? 2. what are the incentives to riding the bus vs driving a car. Or what would the incentives be? 3. other reasons canyon is crowded <ol style="list-style-type: none"> 3a. (buses/cars sliding off the road 3b. cars getting stuck. 3c. road closures <p>On a powder day no one is rational, we are all trying to get up the mountain and some only have time for a run or two. Others are on vacation and have kids, they are not willing to give up mobility they are usually the ones who don't know you need 4wd or are not used to icy conditions and slow up/completely stop the road. And lastly, if the snow is falling too hard WE HAVE TO SHUT THE CANYON DOWN ALL TOGETHER!!!! We can have all the buses in the world, it won't matter if people don't use them or can't use them.</p> <p>Reasons a gondola is a better idea.</p> <ol style="list-style-type: none"> 1. it is fun, people will want to use it. it could be more scenic and if done properly will have minimal impact on the habitat. 2. it wouldn't be subjected to road closures. If done properly we would no longer have to worry about road closures up or down the mountain. We can get there earlier and stay later. 3. Will be more stable. if a family of 4 spends thousands of dollars to ride the best snow on earth and then can't because the conditions are "too good" to get up the mountain, they probably aren't coming back. 4. it would be it's own destination, people would come for it! no one is coming to Utah for the buses. 5. it could possibly pay for itself, and over time would be less impact on the environment. Using solar credits could even make it carbon negative. <p>I strongly suggest locking into a gondola system in more detail. It will create a steady flow in and out, will still allow people to drive. Will wind up being less of an impact on the environment. And will be a draw rather than a hassle. I have some ideas for how best to setup a station as well, but will go into more detail if the gondola proposal passes.</p>	Jack Frazier	Website
1800	I support the gondola because it is better for the environment!!!!	Jessica Grove	Website
1801	<p>I am for the enhanced bus option WITHOUT roadway widening. This option is the most cost-effective and has the least environmental impact. Widening the road would not only increase the environmental impact in LCC, but it may encroach on popular bouldering areas down low in the canyon. The gondola is the worst option as it will have a massive impact on wildlife. Land development practices, like installing a gondola, have been shown to have negative impacts to animal movement behavior by simply being a new, foreign object as well as causing direct habitat loss, increasing non-natural sounds and smells that interfere with wildlife perceptual abilities (i.e. the ability to locate both high quality forage and mates). LCC is home to moose, mule deer, black bears, porcupines, and other wildlife. All of these creatures are already having to alter their movement behavior to respond to traffic in the canyon, back country skiers, and ski resort development.....they don't need another disruptive and destructive piece of development in their habitat. Additionally, installing a gondola in the backcountry would diminish the experience backcountry skiers in the Wasatch. We already have two massive ski resorts in this canyon, those two resorts should be the only place for a gondola. If people want to ride a gondola, go to Snowbird.</p> <p>Once again, I am for the enhanced bus option only.</p> <p>Thank you.</p>	Mallory Sandoval Lambert	Website
1802	like the enhanced bus the best. Major tie up is avalanche control which none of the items address.	david smith	Website
1803	Of the three options presented, gondolas are the clear choice. Buses will contaminate the air at a much higher rate, and gondolas are far less likely to be affected by natural disasters like avalanches. In addition, while the initial costs may not be the least of the three options, more importantly, the operating and maintenance costs are the most reasonable in the long term.	Leona Taylor	Website
1804	<p>Gondolas are both the most environmentally and fiscally responsible choice!</p> <p>The gondola is an amazing idea!! Go with that option, please!!</p>	Kellen Whaley	Website
1805	<p>I am in favor of the gondola option for the following reasons:</p> <p>It will help guests and staff access the resort on demand; It will reduce vehicle traffic in the canyon which is good for safety AND for access AND the environment -- it will help predictability for canyon access on snow days which helps the businesses AND the guests who have invested in passes and programs. It will eliminate roadway parking and congestion that leads to safety hazards. Finally, it will help with watershed issues, avoid building 'sheds' over the highway or widening the road which are both environmental issues that COST MORE and don't produce enough result.</p>	Margaret Loring	Website
1806	I support the idea of expanding our bus line system as a resolution to better transportation within the canyons. I want to protect our watershed, protect undeveloped land within the canyons, and keep as low of an environmental impact as possible.	Natalie Montañez	Website
1807	I think the gondola would be great! I would much prefer the sound of a gondola than the smell of burning car brakes !	Cory Dupey	Website
1808	Please build the cable car, or Lift to Alta	Axel Grabowski	Website
1809	<p>I am a big proponent of the gondola plan. It is green, clean, efficient, and less prone to avalanche and other natural events. It would be a signature piece of infrastructure that signals to the world that we take our canyons seriously and are making an effort to keep vehicles of all types (including buses) out of our pristine wilderness. And while a bus system might perform fine financially in the winter, there would be almost no demand for such service in the summer. A gondola, on the other hand, would be a revenue-driving necessity in the winter, and an attraction in its own right during the summer and fall. It would allow people to take a scenic tour of our mountains, without car pollution, while at the same time generating revenue. It sounds like a obvious solution to me.</p> <p>Furthermore, imagine a world in the future where a similar gondola connects Alta to Brighton and Park City! Suddenly you can take green transportation all the way from Sandy to all of Utah's major ski resorts -- Sandy becomes a viable starting point for Park City skiers. It would be the jewel of North American skiing -- and the world.</p> <p>My only concern would be placing the parking facilities at the base of the canyon so far away from the gondola. I would like to see some parking available at the gondola's base, even if that is closed/limited in the winter. I don't see people loving having to park, wait, take a bus, wait, and then get on the gondola, especially in the summer/fall when there would be fewer cars and therefore a smaller lot/garage at the gondola would make sense.</p> <p>In the end, I see the gondola approach as a year-round revenue driver (parking, tickets, etc.), much more than bus service could ever provide -- all while lowering hazard risk and being more beneficial to the beautiful environment of Little Cottonwood canyon. This is an investment we should make in Utah's future! Thanks!</p>	Taylor Acton	Website
1810	I'm all for the enhanced bus service. Parking is a problem. But I am primarily a backcountry skier and need access to backcountry trailheads.	Richard Whitson	Website
1811	The gondola option is the best solution to address canyon traffic based on a number of considerations - clean energy, less impact on the canyon than avalanche sheds, can move people more effectively during storms. This could also be a tourist attraction during the non-ski seasons which could help support the cost.	Margelia Jones	Website
1812	Send ittttt	Thomas Banks	Website
1813	This would be a good idea	Hunter Conley	Website
1814	This is a good idea	Hunter Conley	Website
1815	Sounds great to me.	Bob Bailey	Website
1816	I recommend enhanced buses and no widening of Highway 210 in LCC. This option has the lowest environmental impact, serves dispersed users, is currently the fastest solution, and lowest cost. The solution has to be convenient for all users. The current gondola proposal would require users to park at a hub near the mouth of BCC or on 9400 South, put on their ski gear, take a bus to the gondola station at the mouth of LCC, grab their ski gear (for the 2nd time) and make a transfer along the gondola ride. I can't imagine a family with a couple children would be willing to take the gondola. In contrast hoping on a bus to take you to a trailhead or resort will be an easier option, especially if more buses and parking are established. Additionally, if the gondola option were put into effect, the bus system would be cut back, thereby making it necessary to drive to get to most dispersed use trailheads in the canyon.	Darren Balls	Website
1817	Send it, great idea	Will Trice	Website
1818	While the gondola idea sounds interesting I wonder if there will be ample parking for the 7,000 cars per day visiting the canyon. Wouldn't an avalanche cover with a wider road for a designated bus lane be better even though it may be more expensive?	Tom Cross	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1819	<p>General Comments:</p> <ul style="list-style-type: none"> -Thanks much to the sponsoring partners for allowing us to comment on these very important issues! -Has anyone calculated what a reasonable 'recreational carrying capacity' of LCC (and BCC,MCC) are, and should that also be a focus for control? -How will the decisions made here impact the other two canyons? -Has anyone thought about the alternatives' impacts on climate change, and how climate change will impact the project (ie after the snow is feasibly gone), and the impact the post fossil fuel age will have on the project? -Any Wasatch Blvd alternative should include 'traffic calming' measures where possible. -To reduce road width can reversible lanes be used on Wasatch Blvd? More southbound in the AM, and more northbound in the PM? -Tolling should include reasonable annual rates, and reduced senior rates as well. -Please no extensions in transport beyond or between the canyons. (Yes, none seem to be proposed so far.) <p>Preferred Alternative - "Enhanced Buses with LCC express lane widening"</p> <ul style="list-style-type: none"> -Expense of the alt is justified by the long-term effects of this project. -Like: Extra bus (winter) and bike/ped (summer) lanes' idea in LCC. -If some folks don't like the term 'bus', then call them 'shuttles' -This alt is infinitely more flexible in scheduling (daily, weekly, seasonally) and routing than the Gondola alternative, and somewhat more than the plain enhanced bus alternative. -Like: trail head parking upgrades. But certain shuttles should stop at these, as well, depending upon seasonal use. (ie maybe only White Pine in winter, but all trailheads in the summer.) -All buses should eventually be electrified. -Like: Snowshed alternatives. No matter what, we should have the snowsheds. <p>Least Preferred Alternative: Gondola</p> <ul style="list-style-type: none"> -Worst alternative on so many levels! -Canyon is too narrow to accommodate another transport right of way. The view shed would be ruined. If people want more gondolas, can they please go to Europe. -This alt is severely limited in flexibility for seasonal routing, it does not serve the trailheads, and emphasizes only the two ski resorts. This would render it very limited in positive effect in the summer. -The road overhead gondola route would be an annoyance and distraction to drivers and ruin the view for them. -It won't be fully utilized. If folks have to do two transfers from a distance away (car to bus, and bus to gondola) people will regard this as too burdensome, a last resort transport mode. There is no feasible location for a transport hub and bottom tram terminal together. -The proposed lower tram terminal will consume the use of the present park n ride area. That area should have expanded parking and mostly dedicated to encouraging car pooling (which would be effect the tolling structure) with slug lanes and other pooling accommodations. The proposed "Lower Canyon" location should be utilized for this purpose. -No snow sheds are in this alt. We need snow sheds no matter what. Including them would greatly increase the cost of this alternative. -How will the Gondola alt enhance trail head access? <p>-Thank you very much, again, for allowing us to comment!</p>	John Kennington	Website
1820	I'd love to see a gondola built instead of any additional road space.	Melissa Robison	Website
1821	I support the gondola option. I'm concerned that the other options do not solve the biggest problem that I have encountered. That problem is not getting up the canyon on powder days; it's getting down the canyon if there is snow in the afternoon. Right now one vehicle that doesn't have snow tires or has an inexperienced driver can bring all traffic exiting the canyon to a stop. We have had 2 experiences where the trip from Alta to the fork at the entry to LCC took over 4 hours. A gondola would solve this problem. From what I can tell, the other options would not.	Christian Ahrens	Website
1822	I'm in favor of the gondola option with the modification of adding a parking structure at the base station to encourage use.	Robert Kidd	Website
1823	I love the idea of a gondola. If I had a safer, more reliable alternative to driving up the canyon, it would take a huge chunk of the stress off of getting up there with my family in the winter. And having more cars off the road can't do any harm to the air in the valley, either.	Ben Hess	Website
1824	Is there going to be widening of Old Wasatch between 210 and 9400?	Cheryl Altman	Website
1825	Now it takes me 20 minus to drive to Snowbird, because I go late morning. The Gondola would take me twice that long, which for me, is quite a detraction. And another question is, how much will be the cost per person for the Gondola? Would it be subsidized by Snowbird and Alta as are the bus tickets? I look forward to your response.	Steve McQuide	Website
1826	Yes to the gondola!	Marquet Call	Website
1827	We need a parking structure at the gondola base. Bus from distant lot to gondola too cumbersome, time consuming.	Daniel Johnson	Website
1828	Gondola or the option that is best on the environment.	Jerirae Reynolds	Website
1829	I would prefer the increased bus proposal with widening of the road up to the alta bypass turnout. Thanks for all of your hard work on this!	Raelene Davis	Website
1830	I support the Gondola!! It is a better long term solution for the environment and tourism and will keep our canyon from being over-congested!	Christine Garrett	Website
1831	As a frequent skier and user of Little Cottonwood Canyon, I support the idea of a gondola up LCC and the idea of a parking hub near the current La Caille. I have traveled extensively throughout Switzerland and have found their alternative transportation options to be both efficient and enjoyable. A gondola would eliminate the traffic congestion that currently plagues the canyon and it would allow for a more pleasant and stress-free ride up the canyon.	David Tillotson	Website
1832	During heavy snowfall periods when the canyon is prone to avalanches, skiers (and resort employees) could still get up and down the canyon.	Leanne Thompson	Website
1833	The gondola would also be a great PR/marketing tool for Utah as it would be the first of its kind in the United States.	Fred Cottle	Website
1834	We need to fix the congestion problem in LCC sooner than later and moving forward with the installation of a gondola is the best solution.	Becky Mackintosh	Website
1835	I'm not sure why the end goal is more people up the canyon. If the plan is to develop so much of this landscape it will no longer be the wilderness that attracts so many.	Stephen Fotis	Website
1836	People still flock to Zions even though they have to access it by bus.	Teresa Taylor	Website
1837	People understand road closures due to avalanche risk and are willing to wait until it is safer.	Jeannie Savas	Website
1838	Adding more vehicle access will only pollute our air and water. We have to stop resisting the need to change our behaviors and start living more sustainably. It's worth a little inconvenience.	Amanda Bearden	Website
1839	I don't support widening the road or gondolas. People need to carpool, 4 per car, tolls and buses.	Shaydar Edelmann	Website
1840	Or a lottery system needs to be implemented for access with priority for locals.	Patrick Carey	Website
1841	I am in favor of the gondola option.	Amelia Williams	Website
1842	With that said, I'M ABSOLUTELY OPPOSED to the la caille station concept!!!	Erin Davis	Website
1843	Moving the base of the gondola further west would put countless homes on display and infringe on our privacy (mine included).	Victoria Schlaepfer	Website
1844	I support the ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LANE) option because it had the shortest transit time and creates support for summer use in addition to winter use.	Dylan Alexander	Website
1833	Thanks.		
1834	I give my support to the transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use S.R. 210.		
1835	I am long-time skier at Alta. I live in Washington, D.C. and have been coming to Alta for over 20 years-skiing with my family. We generally ski for about 20 days per season. I support the option of constructing a Gondola. This option is the best long-term solution for making the resort accessible, while minimizing the environmental impacts and providing the greatest safety for traveling the road. The road access should be limited to residents, commercial vans and shuttles, and other appropriate pre-approved special uses.		
1836	no gondola please. Widen the road.		
1837	Prefer gondola option if parking lot or garage could be made at gondola base (rather than taking bus to gondola); 2nd best option add bus lane.		
1838	I support the gondola. After having a season pass and getting stuck in numerous lines of cars idling, I knew there had to be a better way for the environment to still get up to enjoy the resorts. The amount of cars is atrocious.		
1839	I strongly support the gondola option to improve consistent travel ability and remove vehicle miles traveled.		
1840	Similar to Zion National Park run a shuttle bus system every 15 minutes. Make the buses environmentally friendly. Certain cars are allowed up like employees, local residents, special events, etc which will require a permit displayed. Or if you must drive you can purchase a day pass for \$30. Parking at the bottom where the shuttle picks up will be an issue so you'll have to build a parking garage but allow free parking or nobody will use it.		
1841	I support the gondola		
1842	As a homeowner in Cottonwood Heights and a 5 year season pass holder at Alta and Snowbird, I support the enhanced bus system with no road widening. This is the cheapest option with the least impact to the environment. Zion's example has shown that this solution can be greatly successful for users without compromising the environment. After all - it's not just our land, and nature is what makes our canyons such great areas to recreate. Not to mention this area is a watershed providing a majority of the valleys water throughout the year! Widening the road is an absolute no-go, completely disrespectful to our wild lands for solely human gain. The gondola is a short sighted, expensive solution that does not consider all use cases - summer recreaters, tourists, and multiple trailheads throughout the canyon.		
1843	I believe that the best way to address congestion in Little Cottonwood Canyon is through increased bus service with widened lanes. People are more likely to take the bus if they are going to get to their destination faster than if they drove themselves. I also think that making Little Cottonwood bus only should be something to strongly consider. This would take investment in Park and Rides and more buses, however it would not require the lanes to be widened. I think if you were to let up only buses and employees that had essential jobs and are driving the canyon every day, you would be able to significantly reduce traffic. The issues arise when people don't know how to drive in the snow or are in cars that are not equipped to do so. If you eliminate the option to drive yourself up, this problem is eliminated as well. If this is not something that can be considered, then buses with dedicated lanes is the obvious best choice as buses will be able to travel faster and make more sense for people that are trying to get up/down the canyon.		
1844	I am in favor of the gondola option for the reduced environmental impact both from road widening and increased bus traffic. The need to take a bus from a hub to the base of the gondola plus the estimated travel time for this option of 63 minutes will be a huge deterrent for most. It would make the most sense to route the gondola in such a way to have a large parking structure at the base of the gondola both to cut down on total travel time and eliminate the need for busses which will undoubtedly still have timing issues with weather and traffic. I think the option of being able to park at the gondola base and eliminate the need to take a bus in any way would be the most well received and well utilized by visitors. This option would not be totally dissimilar from skiing at the Canyons, just a longer more scenic and comfortable gondola ride and guests are more likely to view this travel time as "we're already at the resort" and not lost time on a cramped, crowded and slow bus.		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1845	<p>Hello! First of all, thank you for trying to improve this roadway system to the places we love. Upon reviewing the alternatives, supporting material, driving these canyons for over a decade, being a professional skier in the canyon and a mechanical engineer, these are my thoughts to improve the current system in a timely, cost effective manner while disturbing nature the least and providing the most flexibility.</p> <p>1. What must be achieved. The new system in place must allow the flexibility for those to enjoy the outdoors whether it is ski touring, hiking, climbing, going to alta, or to snowbird. So the new system must allow multiple stops. If a gondola were put in, it would require multiple stops with gear hubs/lockers for enthusiasts to store equipment as they will no longer have a vehicle. As the canyon can be windy, I believe a gondola will create backups when running slower due to conditions. A gondola also requires that everyone park, of which there is no room for all of this mandatory parking. So a gondola is not practical.</p> <p>2. Avalanches One of the greatest haunts to canyon traffic is avalanches. Between 6am and 8am, these potential closures build massive snakes of traffic in the canyon. Constructing avalanche tunnels at key locations will minimize the chances of a canyon shutdown, even during mitigation periods so we can have a smooth flow. The key to maintaining traffic and an enjoyable experience is smooth, consistent flow.</p> <p>3. One way traffic during peak conditions. Without building any roads, maximum flow can be achieved by closing the road to downhill travel from 7:30am to 9:30am (about this). The road will be closed to uphill travel from 3pm to 5pm. This allows for an express Bus roadway on the 2nd lane so that people are rewarded with truly faster travel by taking the bus. To accommodate more people riding buses, resorts should build better locker storage areas.</p> <p>Electric buses will eventually be incorporated.</p> <p>4. Parking garage at wasatch blvd lot. For the increase in volume of people going up the canyon, this lot will be made into a multi story parking garage. This can be used for bus travel or carpooling. Reducing traffic for everyone is a perk to the environment and your enjoyment. You need not pay to park at this lot as you will pay to take the bus, and see further details below.</p> <p>5. Canyons Driving Pass Every canyon driver is required to have a pass. To get this pass, you purchase it through the website of Snowbird or Alta with your seasons pass or your day tickets/hotel reservation. These places are setup to handle online sales. You MUST submit a photo of your snow tires to get approved. A scanning system may be placed at the mouth of the canyon just like driving the HOV highway lane or FASTPASS. It can scan your windshield going 70 mph so this is feasible. If you do not have a pass, a photo of your plate is taken and you are FINED. These fines pay for the infrastructure. The canyons driving pass also is used to pay for the infrastructure.</p> <p>The key to this pass to drive pass is CREDITS. People need reward systems to keep doing good actions, and this will be no different. Every time you ride the bus, scan your driving pass or seasons pass. You will get credited money back towards the purchase of your driving pass. So if you never ride the bus, you paid \$100 for a canyon driving pass. If you ride the bus 20x times (this number is flexible), you may receive enough credits that you reached the maximum credit giveback where you only paid \$20 towards a canyons driving/usage pass. This \$20 will go towards infrastructure/bus fees.</p> <p>6. Rental cars are not allowed up the canyon Rental cars do not come with true snow tires. Unless rental services begin equipping with true snow tires, driving up is not an option. This can be enforced by rental services by saying insurance does not cover the canyon, and without a pass they will be fined. They cannot get a pass because the system (where you take a pic and enter your snow tire type) will deny them a pass. Renters can park and take the bus (fee included in your lift ticket etc.)</p> <p>By following these steps, the only thing necessary to build is avalanche barriers and a larger parking garage in a space that is already owned by the state. A simple system of uploading images and checking snow tires in that system will be put in place, along with a basic highway FASTPASS or EXPRESS PASS system which is decades old. We have effectively kept traffic moving with avalanche safety, while discouraging driving through the faster option of buses and charging people to drive. Maximum flow capacity within the roads have increased dramatically with the fast bus lane transporting thousands of people an hour in unprecedented timing, all while maintaining the current flexibility to park where you want for skitouring.</p> <p>Thank you for reading, and I hope you consider this as a possible action plan to minimize cost, maximize flex, safety, and enjoyment while monetizing to pay for better infrastructure .</p> <p>Giray Dadali</p>	Giray Dadali	Website/Email
1846	Against any gondola/tram type mechanism transiting LCC. Permanent and ugly solution to a problem that is fluid. Dynamic and robust bus service that is capable of flexing above a set daily schedule. Buses stop at bottom of LCC for transfers. Requires equipment and man power in reserve. Paid for by Alta/Snowbird? Well designed snow sheds to reduce reliance on road shootings. Limit canyon capacity. Bigger roads result in bigger crowds? Our own little Colorado I-70. Gondola runs 30, 90, 300 days/year? Alta/Snowbird parking lot capacity is now where in the valley?	William Good	Website
1847	I think the gondola is the better choice.	Becca Gardner	Website
1848	I think that employing a train or trolley up the canyon is a better alternative to a gondola. A gondola will hold less people, it also will make one feel as if they are in less wilderness. the point of little cottonwood canyon is not to contribute to the profit of ski resorts, the point of LCC is to preserve the wilderness and allow the public to experience it. A gondola, especially one eith it's only stops at resorts will defeat the wilderness feeling.	JAKOB EGGERT	Website
1849	Listen I really dont like how short sited America Is. Bottom line. The canyons are being over pooped by people. More people not in designated areas next to bathrooms is bad. Water we drink come from these canyons. I missed the zoom meetings. I just found out. I dont like any of the options. My idea would lower the impact. In the long run be less expensive and not reduce snowbirds need to bring tons of people to events. We need a fee booth for cars at the bottom. 5 \$ a day. That needs to happen now for all canyons. It does reduce numbers. If it doesnt then raise it til it does. If people can buy a 10\$ beer at snowbird they can afford to pay to go up the canyon. Secondly put a tram up the road. Buses will only fowl up the air. UTAH needs to clean up its air!!! Charge 3\$ a tram ride to designated resorts that have bathrooms and trails. Not the big box trams. Like 12 seater ones for speed. You wont have to clear the road to get people out of the canyon with an avalanche or wait to clear the road to get people to and from work. Maybe just maybe we can be more like Canada in our perception of not over pooping our watersheds. By reducing our numbers in the wilderness. I see a future where all people are required to carry their waste out. We can plan better as a city. More bathrooms and less people away from them. Buses are not an efficient option because icy roads and pollution. Everyone Ive spoke to agrees. Please consider waste management on our water sheds.	Delena Nielsen	Website
1850	I had some issues looking at the plans electronically. Finally was able to pull it up. So glad there is a Gondola option but smaller ones would be more year round efficient that can carry bikes. Another thought is this needs to be a year round option. With drop offs for climbers early on. And for goodness sakes more bathrooms. Just a ton more at the stops. The idea people will just hold it on all the trails is sad. My other concern is the road being widened for buses. Im a biker. Biking lanes hello??? Less buses. Gondolas yes!! If the road gets widened at all it should be for bikers which is a very low pollution option. Just saying.	Delena Nielsen	Website
1851	I am all in in support of the gondola system, the other solutions are old school.	Peter Caceres	Website
1852	Gondolas are a better choice.	Valerie Brown	Website
1853	The gondola is a brilliant, innovative solution. We have the technology and ability to change the way humans impact the mountains. We should not support a "solution" that means digging into the canyon; we need to lessen our impact on the earth as much as possible. We should always support any solution that refrains from further destruction to the canyon.	Sarah Hall	Website
1854	Widening the road would 1) create further negative human impact to the canyon 2) increase the amount of vehicles in the canyon 3) would not lessen the issue with air quality 4) lack of parking and 5) avalanches, road slides and drivers not qualified/experienced in the snow would still be a huge issue.	Taya Lee	Website
1855	I support the Gondola!! Please make it happen!!	Jeffrey Rose	Website
1856	I would support the Gondola option best. All of the options have specific pluses and minuses, but not only does the Gondola fit a sweet spot from a financial standpoint, but would augment the whole LCC experience - potentially year-round	Alison Johnsen	Website
1857	Of the three options, I believe the gondola to be the most responsible choice, both fiscally and environmentally. Also, I believe summer operation should be included in the plan.	Chelsey Reynolds	Website
1858	Please go with the gondola option! This choice is more accessible, safe, and better for our environment. It makes so much more sense, especially considering Utahs winters and the risk for avalanches.	Emily Andrezzi	Website
1859	I am for this! I think that it is a great idea for both employees and guests!!	John Berry	Website
1860	I strongly recommend UDOT proceed further with a Managed-lane Concept. No movable barrier is required. Advanced signage integrated with gantry design for a smart 21st century canyon is all that is needed. Three vehicle lanes utilizing two-lanes-up in the the AM transition to two-lanes down in the PM. Improved shoulders with a bike are also a good idea. Canyon drivers can be trained, and 5G connectivity will soon be here to be deployed on signage -gantries. The Peak-period Shoulder Concept fails the reality check test. If this concept works why isn't UDOT implementing everywhere at other locations with peak periods? When ever the traffic backs up on I-15 why not just open up shoulders? If UDOT/UTA cannot afford a new bus fleet for the tri-Canyons , how could they afford new rail that would be only used part of the year realistically. NO NO NO snow sheds, they are not needed. I have skied at Alta for 58 years, and back-country skied in the Tri-Canyons for 45 years, when the avalanche conditions dictate a road closure, then close the road. You do not want cars sheltering in-place beneath the snow sheds. The snow sheds would not reduce any of the current avalanche safety operations. If Alta or Snowbird are in inter-lodge then a snowshed does nothing, you still do not want vehicles in LCC. Keep cost low, less is more. Snow sheds are unsightly. New snow removal equipment with good operators is all that is needed. - its not the 1960s. A new smart highway with minimal new pavement but the best high- tech signage will be the best approach for LCC. The only transit hub that need to be considered is at the mouth of LCC. A transit hub at LCC needs to incorporate a multi-lane round-about of significant diameter to facilitate the Managed -lane Concept - only three vehicle lanes, bike lanes each way, and improved shoulders; is all that is needed. NO movable barrier is needed with the most advanced signage-gantry design. Gantries with smart signage will really help UDOT operations and maintenance with improved driver communication, thus safety, on a "connected 21st century canyon road".	Thomas Burbank	Website
	In passing, just leave aerial transit systems to the ski-resorts. ATS systems do not have the capacity and introduce an immense number of new problems not mentioned in the DEIS. One final comment please allow some parking where big safe shoulder areas exist on nonsnow days. Please do not punish canyon people who want to park around the White Pine trailhead or back-country ski around Alta, or climbing areas for instance. Most the time there is plenty of pavement for all. Further a discussion of parking has to include the USFS. The Manage-lane Concept that I recommend leaves parking as is to promote safety and keep costs down. After all lets be honest with ourselves, the ski resorts (and I am a die-hard Alta pass holder) cause the problem. When the ski resorts are closed (during every the summer and pandemics) for skiing, the canyon roadway infrastructure is just fine as it is and UDOT has bigger problems to solve around the state. Less is more in LCC, and it is always going to be crowded at home U of U football game on a beautiful fall day, and it is always going to be a bit crowded on a "POWDER DAY". This year the people checking for snow tires did an amazing job at showing how traffic flow/operations can be improved with simple solutions and good management.		
	Thank you. John R. Berry PE, PLS Lifetime Resident Skier		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1861	<p>This public comment period and subsequent study are concerning the feasibility of a project. When studying the feasibility of a project, it is essential to explore the best alternatives. The expansion of bus routes and construction of a gondola system are good alternatives, but rail is also a good alternative that is not being considered. Rail lacks attention for use in the canyons due to short term considerations i.e., initial cost. When choosing alternatives, more factors should be taken into consideration than the initial cost. Additionally, the \$1 billion cost of rail quoted is a projection; more research should go into that number so we can make a more informed decision.</p> <p>While rail may prove to be more expensive, there are reasons rail should still be studied. Rail has a lot of benefits the other proposed transportation methods do not have. Rail gives the option to connect both canyons through one continuous route, federal money is available to railroads, long-term efficiency is higher with a railroad, rail could be a competitive advantage Utah could gain over other states, etc.</p> <p>This project is going to last for generations, and the initial studies should plan for a long-term solution. As public officials, you hold a fiduciary duty when it comes to investing public funds. This duty requires you must make the best decision for the community; this community includes future generations. A bus lane and gondola would carry a fraction of what rail could. Rail simply has a better capacity, and it is easier to add capacity to rail than a gondola or bus. When the busses or gondolas reach capacity we are likely to have congestion issues again. However, if rail reaches capacity, another train can be added to the line or more cars can be added to the train consist.</p> <p>Rail may not be the ultimate answer in this case, but it is used all over the world to solve congestion issues, and it is considered to be one of the most efficient long-term solutions. The initial cost is a draw-back, but there are many reasons why rail should be considered here. Utah already has an impressive rail and light rail network; we should continue to expand the use of rail in Utah as it has already proven effective and efficient. I would encourage the decision-makers not to let a large initial cost detract them from at least studying rail as an alternative.</p>	Brady Hewitson	Website
1862	<p>The proposal talks about improving by 2050???? What about 2025? Sr210 in the canyon is clearly not capable to of handling the traffic load now. Build the gondola, it can happen in under 24 months, build parking garages at the base of it not 5 miles away, give it capacity to carry everyone up, employees and visitors. Only vehicle traffic on the road is trucks bringing supplies, ambulances and police. Look at Zermatt and many other euro resorts where there are no cars in ski towns...think of the environmental benefits. Save the money on providing the busses that very few people use. Riding the gondolas up can be marketed as part of the charm of the Wasatch, Alta and Snowbird. It would also be a good idea to have a stop at White Pine for the backcountry folks or they will raise a big stink and delay progress.</p> <p>Alta Resident: XX Powder Run RD, Alta UT 84902.</p>	Jon Burke	Website
1863	<p>The Gondola Option is the only realistic solution for LC Canyon. To implement, it must be both financially viable, be consistently utilized in the winter season and enhance the quality of life and environment within the Snowbird and Alta communities. To this end the following suggestions are forwarded:</p> <ol style="list-style-type: none"> Rider Utilization and Convenience <ol style="list-style-type: none"> The Alta Gondola Station should be located near the Albion Base and not at Wildcat/Collins Base. Albion Base station will make it more convenient for families, children and intermediate skiers to want to utilize the Gondola system. This is the focal point for families, children activities and ski school. Placing the station at Wild Cat base area will add an unnecessary inconvenience and delay in being able to reach the Albion Base. It will discourage families for wanting to use the Gondola on a routine basis (especially on most days when canyon roads are clear). The goal should make it very easy to off load and prepare for skiing without having to carry bags/skis, etc. a significant distance or wait for another shuttle to take the family to the next location. It should try to rival the Whistler experience. (Presumably, the gondola station at Snowbird will be near the Center and/or Cliff to make the experience as easy as possible). Albion Base is the preferred location for future connection to Solitude/Brighton or Park City. Albion Base will avoid loss of parking in the Wild Cat Base (see below). Albion Base is a safer location for avalanche mitigation and will avoid delays in getting skiers back down the canyon during storms. Alta Pedestrian Zone and Restricted Parking <p>The UDOT plan is to no longer permit parking along the roads and areas that are at high risk for avalanche exposure. The Town of Alta and UDOT can maximize the environment and visitor experience by converting the Town of Alta into a Pedestrian Zone. In so doing, this will severely reduce the number of parking slots and incentivize visitors to routinely take the Gondola to Alta for skiing. The only parking that should be left for ski visitors should be in the Wildcat Base area. Parking above Wildcat Base up to Albion Base should be restricted only for hotel guests, Alta employees and town staff. This section should be converted into a Pedestrian Zone. The reclaimed area can be rezoned for future commercial development, park land, etc. as so deemed by the Town and Alta Resort. As the Gondola becomes widely accepted, additional restrictions on parking in the Wildcat Base area can be considered.</p> Storage Facilities <p>For skiers, and in particular families, to want to routinely take the Gondola there needs to be an affordable and convenient way to store belongings for both short term and long-term over the season. It will not be convenient for families in particular to have to bring up on the Gondola all of their equipment and supplies each time. There needs to be a nearby storage facility to allow long term storage (e.g. skis, boots, etc) and short term storage. UDOT needs to convince the rider that it is much easier and more convenient to take the Gondola than to take a bus or to drive a car up to the resort.</p> <p>These three above suggestions will result in consistent utilization of the Gondola during the winter season, and will not discourage families from choosing Alta as their preferred ski resort. The latter is a critical factor for the Alta Resort/Town of Alta. Once a family selects a ski resort, the parents and their children are unlikely to change their allegiance over the subsequent decades. As an example, if a family finds it is easier to use the Snowbird Gondola Station over the Alta Station, they will choose Snowbird as their primary ski resort even if the parents grew up skiing at Alta. Or, they will prefer to go to another resort in BCC or to Park City where they can drive due to the perceived convenience.</p> <p>What makes Alta a special and unique place is the generation of families that have chosen to come back each year and share their experience with both their children and friends. Every effort needs to be taken to make sure that families remain the priority in the location of the Gondola Station, the ease to which families can access the Albion Base area, ability to provide affordable on-site storage facilities (short term and long term), and ease of loading and unloading from the Gondola Station with children.</p> <p>The Gondola Station will give Alta an opportunity to both reclaim its past and provide a opportunity to reshape its future.</p> 	Henry Holland, M.D.	Website
1864	After reviewing the different options I wish to express my support of the Gondola option, with the alternative site using the La Caille Base Station and NOT at the mouth of LCC.	Jeff Nord	Website
1865	Would like to see the gondola installed as it is the most long-term, environmentally friendly option. Concerned about where the route would be, including the pick-up/parking location at the bottom of the canyon.	Tess Matina	Website
1866	<p>Regarding the gondola option...I live on 3652 Little Cottonwood Lane, 0.9 miles west of the gondola base station. While I cannot be more enthusiastic about the potential to decrease traffic and reduce pollution with the gondola (as well as having the base station so close to my house), I am frankly terrified of the possible parking nightmare my neighbors and I would go through. I have no doubt that skiers/boarders would take advantage of the proximity of our road to the base station, and the problems it would cause the homeowners and our families would be tremendous.</p> <p>Little Cottonwood Lane is not a wide road, so if skiers/boarders parked on both sides, it would kill the ability if the road to handle 2-way traffic. Along with the inevitable increase in traffic in our small community, snow removal would be greatly hindered, if not totally impossible. And it should be pointed out that snow removal is typically performed the day of a storm, when the traffic/parking in our community would be at a maximum. And let's not forget about people driving/parking in our neighborhood in 2-wheel drive sedans. Sure, they'll avoid getting stuck on LCC Road, but they will inevitably get stuck on our unplowed road after their ski day up canyon, making a rough traffic situation unbearable.</p> <p>Please, if you are seriously going to consider the gondola option, you must address the traffic/parking in our community. A suggestion would be that all Little Cottonwood Lane residents get street-parking permits, and all violators are ticketed/fined heavily (with increased fines on powder days). Whatever you do, please look out for us. Thanks.</p> <p>-Christian Davidson</p>	Christian Davidson	Website
1867	The gondola is the better choice - better for the environment and less avalanche risk.	Erin Lunsford	Website
1868	I support the gondola	Tiffani Mills	Website
1869	<p>The Little Cotton Wood Canyon , the Wasatch Front, the Salt Lake Valley are they important to the economy, the longevity of the life style we enjoy and our future ? Yes of course.</p> <p>How do we leverage the time we have before we can not reverse the course we are on? In review of the options we have to preserve all we have to to set a positive course for the future we have but one option.</p> <ul style="list-style-type: none"> - The Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; -Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; - -Gondola requires far less construction impact on the canyon; -Gondola addresses one of the biggest causes of traffic congestion: traction during snow storms. -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, buses get stuck on slippery roads just like cars; -The preservation of land and and proposed contribution to reduce development with the Gondola is critical. -Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. We feel this is a serious solution to a generational problem. <p>Please move forward with this proposed plan.</p> <p>thanks</p>	Tom Hofmann	Website
1870	I am in full support of the Little Cottonwood Canyon gondola. It is better for the environment. Salt Lake City already deals with so much air pollution, it is part of what makes the inversions we get so terrible. If we can reduce that pollution I think we absolutely should!	Rachael Harned	Website
1871	Snow sheds below avalanche paths must be part of the solution so that the canyon does not have to close as often. These closures will continue to create traffic nightmares no matter what types of road/bus/lane/gondola improvements happen.	Jesse Malman	Website
1872	The gondola is a better choice!	Adam Daly	Website
1873	This is 2020 - why are we prioritizing ANYTHING above the environment?? I support the gondola.	Jon Scott	Website
1874	I think a gondola up the canyon will be more environmentally friendly, and while initially costly, most people would be willing to pay a fee if they can go up the canyon in half the time.	Gladyris Larsen	Website
1875	I support the gondola option.	Jordan Johnsen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1876	Gondola is the better and safer choice	Jillene Stark	Website
1877	I support the Gondola! Let's make this happen!	Bob Bedore	Website
1878	Better for the environment!	Olivia Custodio	Website
1879	I can't claim to know much about this, but I got an email with a brief explanation, and it sounds like a good idea to me!!	Jacob Oaklyn	Website
1880	I frequently go up the canyon, and would LOVE to be able to be more environmentally friendly and efficient by taking a gondola. I think this is a wonderful idea.	Jason Wild	Website
1881	I'm a Cottonwood Heights resident along Wasatch Blvd. I don't have any problem with the road being widened (as many do), however I would really like a paved path along the road. So many people use it for exercise, and if speeds are increased along the corridor then it will become even more dangerous. I think that is happening regardless, but I just wanted to add my voice that the path would be an important asset to the Cottonwood Heights community.		
1881	Also, in terms of safety, I think we need the lighted intersection at Kings Hill Dr. Turning out of the neighborhood can be pretty scary.	Trent Rolf	Website
1881	In terms of the canyon travel, I think the Gondola would be the way to go. It seems less practical at first, but the more I think about it, I like it. Even though it's a little slower, I think it would add an extra element of fun to the canyon visit. It would be almost like a landmark attraction, while simultaneously reducing vehicles in the canyon.		
1882	I support the gondola! I believe it is a better choice for transportation and our environment.	Hallie Wimes	Website
1883	The gondola is a better choice!	Savannah Jensen	Website
1884	The gondola is a great idea!	Sara Russell	Website
1885	I support the Town of Alta's modified gondola proposal.	Price Colman	Website
1886	I support the gondola it is the best choice	Baker Singleton	Website
1887	The Gondola seems to make the most sense, with the widening of the road in 2nd place. Just adding more buses without widening the road is a terrible idea.	Brandon Lake	Website
1888	go gondola!!	Joe Finkelstein	Website
1889	I support the Gondola	Heather Steineckert	Website
1890	I have to first say that none of these 3 alternatives are totally worth supporting, since they don't really solve the problem of too many people trying to get up Little Cottonwood Canyon in a period of about 3 morning hours during the peak winter months, especially on weekends or holidays. Since about 20,000 people want to get up to the resorts, the proposed gondola alternative would only get about 3000 people during a typical winter day, leaving 17,000 on the road in cars—which having no other option, the car people would be even more inconvenienced than today. Plus, the gondola would never serve the recreationists not going to the resorts. And since there's not a Gondola hub at the mouth of Little Cottonwood, the would-be users from Draper, Sandy, or Cottonwood Heights are not likely to take the Gondola if they have to go to the mouth of Big Cottonwood Canyon. While the other two alternatives are a little better, they both seem to require massive construction—e.g. snow sheds, berms, widening of roads, huge mobility hubs, or larger trailhead parking lots (even though I like the idea of more outdoor pit toilets at the trailheads), etc.. Anyway, the first bus alternative without snowsheds, berms, or road widening, seems to cause the least amount of environmental impacts—and so why not put the money requested for those big construction projects toward dramatically more frequent transit on the infrastructure we already have? By more transit, yes buses (and hopefully someday electric buses), but also smaller shuttle buses or vans to serve the non-resort people hoping to go into the backcountry to cross-country ski, split snowboard, or snowshoeing (under safe conditions, obviously). And not just dramatically increasing the number of buses going up the canyons but also those that come from around the valley getting people to the canyon mouths—especially those on the east side, including most importantly Foothill & Wasatch Boulevards. If the major purpose of proposing these alternatives is to significantly reduce the number of private cars going up Little Canyon, then I think the super-increased bussing/shuttle services needs consideration. Finally, I really think looking at one canyon in isolation, fails to look at the complex network we have with all of the Central Wasatch Canyons (i.e. Parley's, Millcreek, Big & Little Cottonwood). As you might know, for example, currently 70% of Big Cottonwood's winter visitation does not go to the resorts, only 30%—and obviously, nearly 100% of Millcreek's winter users are not resort-destination oriented—and Parley's yes, could benefit from a light-rail system extending to the Summit County resort/recreation/city complexes of Park City, Deer Valley, and the Canyons, but that aspect also needs attention. The Central Wasatch (including the Summit County side) represents a relatively small land area that indeed offers outstanding recreational opportunities—but we can't just let it be loved to death and trying to accommodate increasingly large crowds. Thank you for your attention.	James Thompson	Website
1891	An extra lane for buses the entire length of the canyon doesn't seem realistic in the short term. A gondola with enhanced bus service and an efficient parking and shuttle system would provide a system that allows growth in the future by expanding bus and trax service to the gondola station	Tyler Smith	Website
1892	I support the gondola. It'll ease congestion and will be good for air quality	Clint Erekson	Website
1893	I think it's a brilliant idea. Great for the environment, and safe for the skiers during bad weather, avalanche danger,...	Ann Robison	Website
1894	A gondola would be a great option for the canyon.	Sandie Crook	Website
1895	I've skied in LCC for nearly 50 years. I'm glad to see that many more people want to enjoy the canyon, but sad of the challenges that growth can bring. From my brief times in Europe, I agree that a gondola should be given serious consideration as an alternative way to move enthusiasts up the hill. Do it!	Dave Jones	Website
1896	I support the gondola	Shayla Hakizimana	Website
1897	I support the gondola up little cottonwood canyon. Less congestion and less pollution. This will have better access for people and create a better environment.	Rob Ferre	Website
1898	The gondola is the way to go!	Sean Critchfield	Website
1899	The gondola harms my support.	Judy Sullivan	Website
1900	I support the gondola.	Jason Handleman	Website
1901	The gondola is the best choice!	Judy Lombino	Website
1902	I support the gondola.	Andrew Hall	Website
1903	This is a perfect opportunity to add to our current commuter rail system in the Salt Lake Valley. Stadler rail is now manufacturing state of the art passenger rail engines and passenger cars at I-80 and 5600W. They are more cost effective than autos or buses, and more environmentally friendly. Plus, commute times would be a fraction of other modes of transportation, probably resulting in very positive press and increased business. Finished products can be seen from the I-80 freeway between 5600W and 7200W or by visiting the Stadler US site. Call them at 801 854-7771 to schedule a meeting with managers at the facility to explain what they can do for not only this project, but for future Wasatch front transportation!	ROBERT BRUNNER	Website
1904	To Whomever it may concern, I think the best option is a train up the canyon, above ground like in the Alps or below ground (think Boring Company). Though these may not be financially feasible and even though a gondola sounds cool, it would need multiple stations for folks to enjoy the BC. I think 3 lanes with the middle lane switching directions around 1pm plus avy barriers/ tunnels would immediately help the issue without costing a trillion dollars. Combine that with a fleet of designated electric buses and multiple-level parking garages wherever there are bus lots. Then provide season pass credits for those who take the bus which go towards discounting the fee you paid to have a driver's pass for the canyon. This driver's pass helps fund the project. You must upload a pic of your snow tires on the car to get a driver's pass to allow you in the canyon. You get a ticket if you do not have a driver's pass displayed at the resort. Also, do not allow rental cars up the canyon – Hertz and rental services can say that the insurance does not cover the cottonwoods. Bus only for those with rental cars. Charge locals \$25/ year for a pass to go up either of the canyons. Then charge everyone else \$1/ inch of snow received in the last 24 hours. Locals benefit, tourists are encouraged to take the bus, funds are raised to pay for buses and garages. I think Snowbird and Alta need to foot a large portion of this bill as they're the ones profiting off all this. Increased taxes to residents shouldn't be an option. Happy to elaborate further, as something has to be done.	Kyle Yu	Email
1905	GO, GO, GO Gondola!!!!	Gene Winchester	Website
1906	I enjoy skiing and summer hiking in LCC. The gondola is a great option and helps with congestion and provides tourism options. You are crazy though if you think many of us will want to get into a parking structure just to ride a bus to another structure to get on a gondola trying to carry my equipment. Many will still just go direct to the gondola base station and get dropped off lane or no lane. There is no way I'm doing that transfer. The only good option for the gondola is a parking/bus transfer at its base. If I could go directly to the gondola base I would use it with almost every trip otherwise not at all. I would go somewhere else. The bus option with an additional lane is the only other option that I see myself using, otherwise even with a toll I'm paying that for the convenience of my own private transportation. I would venture to guess I'm not alone in that sentiment. Public transportation needs to be at least as convenient and faster than my private vehicle. Time is too important and limited resource. As stated previously the gondola with parking and loading direct at its base would be my preferred choice otherwise bus with additional lanes.	Dustin Wise	Website
1907	I frequent Little Cottonwood Canyon often for skiing, bouldering, biking, hiking and camping. It feels like a second home to me. I have thought a lot about the three proposed options and think increased busses without road widening and a toll during peak hours is the best option for the canyon. I don't think people are going to be willing to drive past the canyon to park at a bus hub, then wait in line for a bus that will drop them off at another line for a gondola. It will be too many steps for people hauling gear and wearing hot layers. The return trip would be even worse. The gondola line will be huge and people waiting at snowbird will be faced with full gondolas from Alta or have to wait for the snowbird specified gondola. They will be dropped off at a middle of nowhere bus line, surrounded by canyon day-end traffic. If it were me, I would head to the road and try to hitch hike home, it would be faster than waiting for the gondola buses. Then with 100's of people being dropped off at the bus station at the same time, the line to exit the covered parking structure would be huge. It all sounds like a headache to me. If the gondola left from the parking structure, more people would be willing to ride it, but that's not practical. Widening the road seems like a logical solution for traffic, but it will completely change the landscape of the canyon and construction and increased carbon emissions would poison our water source. Also, the noise in the canyon would double with that many busses. The noise already echoes off the canyon walls and it really hard to escape. You can hear the cars on every hike before Alta and this would make it much worse. I hope you seriously consider our concerns and make your choice for the people who love this natural resource and don't want to see it ruined. I read once that there is traffic in the canyon only 28 days of the 360. Please consider the 332 days a year that the canyon works perfectly for everyone when making your decision. Try to solve this 28 day inconvenience with the least amount of tax dollars and the least amount of environmental impact.	Jason Anderson	Website
1908	as a snowbird employee that has worked multiple seasons and have been in those situations I am in high support of the gondola for its safety and eco benefits, and will preserve more of the beautiful wildlife on the mountain	abel hernandez	Website
1909	The gondola is a better choice!	Marissa McCoy	Website
1910	I have left a few comments concerning the canyon well-being, but I would like to address a personal matter. I have lived in LCC for 19 years. We love it so much that we decided to buy the 2 lots adjacent to us. We own 4126, 4124 and 4122 Wildcreek Rd. Our only complaint about living in the canyon is the noise from the 2 lane road above our home. With Sandy City's approval, we build a privacy wall that cost us over \$100,000 to retain. It didn't eliminate the noise, but helped it and it stopped strangers from being able to see children playing in our neighborhood. I was so disheartened to see UDOT was planning to see UDOT was planning to tear out the wall and privacy fence and a good portion of the property that we have worked so hard for. We have dreams of building our dream home on that property, but the road widening will devastate that plan. The mountain on the opposite side of the road is undeveloped. Why would you plan to tear out our neighborhoods privacy over moving the road to hug the mountain? It feels like a complete disregard for personal property and our right to privacy. In the past, Sandy City has been lovely to work with! We worked together to fix a crumbling retaining wall in front of our house in 2016. They were accommodating and concerned with our satisfaction. They treated us like they would hope to be treated if they were in our shoes. If 4126, 4124 and 4122 belonged to you, would you make the same choices for the road widening? I will do everything in my power to sway EIS not to widen LCC... but if our efforts fail, PLEASE reconsider destroying the work we have done to quiet our neighborhood and protect our children. Please think of these homes as your own property and make decisions that work for residents while still accomplishing UDOT's objective. Thank you! Trina	Trina Sheranian	Website
1911	Gondola is the only smart solution.	John Kuhn	Website
1912	I support the gondola, it is much needed!	Josh Adams	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1913	I am in full support of the gondola as a great plan for the future of our beautiful canyon.	Paul Draper	Website
1914	With air quality already being a problem this seems like a no brainer. Equally a gondola would have less of an effect on traffic than a bus system. The Gondola is a smarter, more efficient way to go.	Ondrea Perdue	Website
1915	I vote for the gondola alternative.	Amy Lin	Website
1916	I've lived in Utah all but 7 of my 71 years, and have been up and down Little Cottonwood Canyon hundreds of times in all seasons. The gondola is the best solution I have seen proposed to maximize access while minimizing impact to the canyon. Please consider it favorably.	CLIVE ROMNEY	Website
1917	I support Gondola Works!	Tressa Bernack	Website
1918	I support the gondola! It's better for the local environment and will boost revenue	Russ Marchand	Website
1919	I think the Gondola is the best option.	Rebecca Sass	Website
1920	As a person who has made Little Cottonwood Canyon a part of my life for the past almost eight decades, I am very aware of the absolute necessity to address the traffic issues which have been a concern for many years. As I look at the options, I think the plan presented by Snowbird has considerable merit and I certainly support the overall concept... for the reasons they have outlined. My only additional concern would be how to handle the parking issue at the bottom of the canyon. Space is extremely limited and I would anticipate that at prime periods during the year, handling the vast multitude of skiers with vehicles coming to onboard the gondola would present a significant challenge. Just my thoughts as an old senior citizen.	Alan Engen	Website
1921	I think the gondola is a great idea and will help so much with the traffic impacts in the canyon .	Madison Wallgren	Website
1922	I support the gondola. It is clearly the better choice.	Erik Ball	Website
1923	I am in favor of the gondola option	Sherrie Mckenna	Website
1924	I support the gondola!	Haley Lilla	Website
1925	I support the gondola.	Richard Wade	Website
1926	I am in favor of enhanced bus service. I do believe that if the buses could move faster than the rest of the traffic in the upper canyon it would be an incentive to use the bus system. I feel like the Gondola would only add people to the canyon and would not help alleviate the traffic situation.	Hugh Ferguson	Website
1927	<p>The bigger problem is how to handle access to parking at the proposed LaCaille station. Will the LaCaille station really be big enough to handle the thousands of cars to go up the canyon on a busy day? Don't count on people taking a bus to the LaCaille station from wherever. Limited road access to the LaCaille area is likely going to create a new set of traffic issues.</p> <p>Out of curiosity, are all those million dollar home owners in the LaCaille area going to be happy have thousands of cars parking in their back yards?!</p> <p>What is going to be the fare? Many ski instructors make \$100 a day or less. Show up pay is about \$35. There are probably many other employees at the ski areas that make much less than \$100 a day.</p> <p>Where is the Alta terminal? For those who have their equipment at Alta (Albion or GMD), or are renting equipment, how do you get from the terminal to your equipment?</p> <p>A 37 minute ride from LaCaille to Alta seems acceptable. However, waiting in line, loading and unloading at the base, at Snowbird, and at Alta I wonder about 37 minutes and 9 miles of uphill travel. Somewhere recently I saw a formal-looking chart that suggested 63 minutes to Alta, which would just not work.</p> <p>How many passengers per hour on a gondola? Keep in mind the majority of skiers are going up between 8 and 10 and down between 3 and 5. Will there really be capacity to handle thousands of skiers in those time slots?</p> <p>In the inevitability that the gondola breaks down (it most certainly will), how will evacuation happen and over what span of time?</p> <p>You may know that these uphill transport issues have been under study at least since the early 1970s--50 years ago!! I personally saw formal engineering plans in the mid 1970s when visiting an acquaintance in Park City. It was a monorail system that went up LCC, across the ridge to BCC, across to the Park City area.</p> <p>FYI, I drove LCC for 28 years as a weekend/holiday instructor at Alta. If I got into the canyon by 8 am and left Alta by 4 pm, there was rarely a hold up. It would be about a 20 minute drive. I would estimate that I had an average of two bad days a year, even on heavy snow days. (No counting days when the canyon was delayed or closed.)</p> <p>The other question is, how much of this travel crisis is caused by the influx of ICON skiers and other highly discounted ticket skiers (obviously not referring to season pass skiers)? Alta seems inundated with ICON pass skiers. Is it worth \$390 million to transport skiers who are paying a fraction of the lift ticket price?</p> <p>As with anything having to do with government and committees, this whole issue would have been better resolved (at a fraction of the price) half a century ago when it was a hot topic even then.</p>	Tom Beggs	Website
1928	This canyon has reached capacity. No more pavement. Electric buses only; Seasonal and annual passes need to be issued, sorry Utahans, your wishes are now your nightmares. Time for SKI BINGHAM!	John Winn	Website
1929	<p>The gondola idea is ludicrous.</p> <p>Two transfers for most people from parking via the bus to the gondola. From a skiers perspective, do you put on your ski boots at the car? That's 2+ hours more per day in the boots and a lot of walking. How would families with little kids lug all their stuff up the Mountain? The gondola ride is way too long compared to a carbus ride. This option would definitely eliminate the fewest cars compared to the other options. How do people living off Wasatch Blvd. between BCC and LCC get to a mobility center? Right now a bus stop is in walking distance from our house.</p> <p>A gondola is a nice tourist attraction for one day out of their ski vacation.</p> <p>How would a gondola eliminate the issues of parking at the other trailheads like White Pine? It's easy for a bus to stop there.</p> <p>The gondola capacity cannot be increased on powder and weekends. The biggest issue is how you will get all the skiers DOWN the Mountain after skiing. The lines and wait times will be hours long.</p> <p>With busses the service interval can be increased and adjusted based on the number if people in the Canyon.</p> <p>I ski either LCC or BCC every day during the winter season. Enforcing cars to have SNOW tires would eliminate most of the slide offs and backups during the ski season.</p> <p>Also, when it's supposed to start snowing during the day, restricting the road in the morning and not after it started snowing would reduce the number of backups significantly!!! Thank you!</p>	Sandra Tiller	Website
1930	I like the option of a gondola or enhanced bus service with dedicated lane, but also believe it's not feasible to continue increasing the amount of traffic in the cottonwoods. We must fight back against burdens on the infrastructure like ikon pass, for instance.	Andrew Adkins	Website
1931	It is clear that we need a solution as soon as possible to the transportation problems in LCC and BCC. The cheapest and fastest solution is enhanced bus service. Enhanced bus service has the least environmental impact and is the most efficient way to get the most people up the canyon to their various destinations, be them resorts or BC trailheads.	Joe Neilson	Website
1932	In terms of safety and impact to the area, I support the gondola.	Rosalie Miletich	Website
1933	This is a no brainer. Added revenue and environmentally neutral. Dozens of European communities have solved this same problem with gondolas. Let's do this!	Jeff Albuher	Website
1934	In favor of enhanced bus and road widening, Not in favor of reducing parking along the road near ski areas as we need more not less until the resorts limit sales. I can only ski 1/2 day and yes, I need to drive so I can work half day. It is very difficult for me to ride the bus (Its not efficient) and hold and carry all my stuff for 2 hours. The gondola is a horrible idea, too slow, inefficient, long ride. Too many hotels and tourist preferences are making it really difficult on locals, skiing is becoming more and more elitist and difficult for people who have normal jobs.	Marty Bryant	Website
1935	It's a bad idea to increase the number of people going to LCC. Just fix the Avy paths put in some snow sheds and enforce some traction rules . Expending lots of money on expanding the road and gondola just increases the number of people in LCC far beyond its capacity. Just a Avy path solution and buses is the best method. Seen if and enormous amount of money on expanding the road or gondola is a huge mistake for the environment	David Hackbarth	Website
1936	I support the gondola! It is the better choice!	Brendan Jordan	Website
1937	I support the gondola! Help the environment one step at a time! Every decision counts!	Coco Rigbye	Website
1938	I support the gondola. We need to limit pollution.	Brigid Kelly	Website
1939	I support the gondola	Beth Dandy	Website
1940	I am in favor of the Gondola option with an alternative parking location at the base of the canyon. I was trained as a ski bus operator. I don't feel that busses are a safe or long term solution to the increased traffic in the canyon.	Reggie Lewis	Website
1941	Why don't you create parking passes for cars in the canyon. Similar to lift tickets: day pass; 10 day; annual. Price them to force carpooling and UTA usage.	Michael Hargrove	Website
1942	We need to keep our neighborhood a neighborhood. The noise and destruction from road widening would leave an irreversible scar on our land. Enhanced bussing during peak season is the best option.	Bonnie Pace	Website
1943	Gondola!	Nathaniel Hamlett	Website
1944	The gondola is the safest and best choice - financially (over the long term), technically, and environmentally.	Jennifer Kelly	Website
1945	I favor the gondola proposal. Season pass holder at Alta for 15 years. Always drive to Albion daily. Public transportation too crowded and slow with the Snowbird stops. At my age lack of restroom facilities on buses a deal breaker. The gondola would be quick enough to solve the time problem.	Donald Mackay	Website
1946	As an owner at the Lodge at Snowbird, I support the gondola proposed solution.	Chris Markham	Website
1947	I am an avid back country user and need access to the backcountry terrain. It would also be nice to have more parking at the common trailheads, bathrooms, and unrestricted road access.	DAVID RASMUSON	Website
1948	I support the use of the gondola and don't support the use of the buses. My reasons are 1) the gondola has a better impact on the environment and 2) the gondola could likely operate better in the event of an avalanche than buses. Thank you.	Lindsey Judd	Website
1949	After review of the options and having suffered from the traffic congestion, I support the extended bus system. It will be the fastest and most cost efficient way to alleviate the congestion. The impact of the gondola on the environment and it would deface the canyon, in addition to being more expensive and inconvenient to use. Adding a third lane could help with the congestion and emergency vehicles, while leaving more room for road bikes I the summer (a bike lane would help) and the enlarged trailhead parkings are also needed. Thank you Magali Lequient	Magali Lequient	Website
1950	Do all of these projects take the same amount of time? What is access like during construction of any of the alternatives? What specifically is the environmental impact of each and how do you rate each?	Megan Deppen	Website
1951	I would like to see the ENHANCED BUS WITH ROADWAY WIDENING alternative implemented, because it would have the shortest travel time and because having the bike/pedestrian lanes in the summer would be a great benefit. Bus service without a dedicated bus lane would be pointless - nobody would take the bus because it would still take as long as driving. And not sure a gondola is a great idea in the days of coronavirus - seems like you could space a little farther apart in a bus than in a small gondola.	Mike Cannon	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1952	The current situation for residents that exit King's Hill drive onto Wasatch now is perilous. Northbound traffic is supposed to slow to 40 mph but that does not happen. Traffic northbound is well in excess of 50 mph. A driver has only a fraction of a second to make a decision to exit. I now do not even try to turn south on Wasatch during certain times. Having two lanes of high speed oncoming traffic heading north will only compound an existing dangerous situation.	Brian Derouin	Email
	I think you need to try the expanded bus option first without widening Wasatch Boulevard. Doubling the number of cars going into an existing bottleneck in the canyon will only create a bigger problem. It also assumes that Wasatch Boulevard will not become the route of choice for residents that live south of Little Cottonwood Canyon.		
1953	A gondola please! Anything to keep cars and pollution out of our beloved canyon!	Fay Losser	Website
1954	I support the gondola.	Kristy Macellaro	Website
1955	I fully support the "Enhanced Bus with Roadway Widening" as the ONLY alternative that is feasible from a skier's perspective. The other alternatives take way too much time to get to and from the resorts. If the goal is to get cars out of the canyon and reduce traffic. Ease of use and time are the most important factors to consider. There also needs to be plenty of parking at both mobility hubs and a reasonable fare to use busses. I also would suggest the use of CNG busses. UPS, and others, have been very successful in deployment of CNG vehicles with significant environmental benefit and reduced operating costs.	David Brugger	Website
1956	I support the widen the road. Increases buses	Aaron Ogden	Website
1957	Yes to the Gondola!	Wendy Markham	Website
1958	Please don't waste our taxes on widening Wasatch Blvd. Please don't ruin the environment by widening the road up the canyons. Just use more buses or develop a train line to Highland for people to catch buses up Canyon.	Georgia Clark	Website
1959	I support the gondola.	Tiffany Thomas	Website
1960	The Gondola looks like a great idea! It seems safer for those winter months when I normally avoid it at all costs because of the traffic and weather risks. I would love to see this happen.	Ariel Hortin	Website
1961	I urge you to choose the gondola as a responsible alternative for the environment and our safety. Thank you.	Leslie Peterson	Website
1962	Please don't expand Wasatch Blvd. This is a concern if the residents here. We do not want a highway (which this would essentially become if it extends more) running right through the place we live. Part of the winter traffic problem is due to lack of space at the resorts themselves - please don't create a highway thinking you'll alleviate that. More frequent buses and things like that may be helpful, but the biggest concern is that the proposed changes would just create even more of a crowded atmosphere. This is where we live, and we don't want to feel swarmed by people, especially as speed limits tend to rise with wider roads. If a lane MUST be added despite residents' concerns, please close the lane the majority of the time and only have it open during certain times for buses only. The concern with a gondola is that there doesn't seem to be a layout of where it would start. Would it be visible from outside the canyon? Please don't ruin the view of our beautiful mountains. If there could even be a bus that took people back and forth from the parking lots to the gondola which would be inside the mouth of the canyon, that would be better.	Brianna Beck	Website
1963	I would very much appreciate having a safer method of transportation up the canyon in the winter!	Nicholas Cromar	Website
1964	The list that Snowbird put together seems way out biased. One area in particular that is not at all clear is the Tram trip up and down LCC, how much time the trip takes, the wait time (has to be considerable!) both going up and going down, how one gets from the parking lot near La Caille (sp?) to the Tram, the cost of parking, Tram, etc., the possibility of driving the LCC, if justified. I know from experience that the wait time for the tram at the Bird can be onerous. Seems to me that if the Tram choice prevails that the extra lane for buses in LCC should be included as well as the use of cars if warranted. I presume the Tram towers (there would have to be several) would be located away from any possible avalanche path. I can drive from my condo in the valley to Alta in about 40 minutes during the week. If the new Tram time doubles, for example, a lot of skiers may choose other venues, especially on weekends.	Kenneth Castleton	Website
1965	The Gondola is better for the environment, and will preserve the natural beauty of the canyon.	Nathalia Alvarez	Website
1966	First, DO NOT IGNORE OUR INPUT. We are the people living here and our community is being affected by your potential projects. These alternative DO NOT solve the problem. Use more buses and have buses go further into our communities to pick people up. Reduce the number of cars needed to even get near the canyons. Don't make it possible for MORE cars to get to the canyons. That defeats the purpose. Do not expand Wasatch Blvd or the roads going up the cottonwoods - this ruins the residential community it resides in as well as ruining the canyons it leads into. LISTEN TO US. 2. I agree wholly with Save Our Canyons on this topic. "If we can get more people on transit and increase vehicular occupancy (from 1.8 to say 4) there will be less cars in the canyon. Less cars means less need for parking and less need for a lane. Less cars also means less lining up at the mouth. So forward the buses, but without the sheds and the lanes and make these buses penetrate further into our communities in the valley giving more people, better access. You could even run articulated buses from the communities to the mouth (though that would indeed force a transfer). Express buses where Alta patrons don't have to ride through Snowbird, for example, is a great idea and should be pursued. It should be noted that you shouldn't need an EIS to just run more buses on the roadway." " If we simply invested less than a quarter than is being proposed in some of these options, \$50 million to \$100 million in buses, transitioning 50-70% of the people out of their vehicles and onto transit well before the mouths of the canyons; if we altered behaviors by not allowing cars to line up, implemented a toll for cars with less than 4 people, ticketed vehicles for having ill equipped tires, and enforced no roadside parking as should have been done years ago -- we could make a bigger dent in the dreadful traffic woes caused by cars and would have to build nothing more in our canyons. Give it an earnest 5 -10 years, actually funding it like you want to solve the problem. We can continue to investigate long term solutions in the interim. All we know for sure is that the options before us right now, completely fail the users and the environments in the Wasatch, destroying the values that make this place special."	Brianna Beck	Website
1967	Enhanced bus service to each resort—Alta and Snowbird—should be the only alternative. Busses should go to and return ONLY from each resort! Parking must be made available to riders near the mouth of the canyon and SR 210 or bus routes must be made available from the parking areas. SR 210 should not be widened to prevent erosion and destruction of this beautiful place on earth. Once it is destroyed it will remain destroyed forever!	Shannon Gordon	Website
1968	I see rail is not being considered for this study. As this is a preliminary study rail should at least be considered. I have lived near the mouth of this canyon nearly all my life and would love to see rail considered. Rail is a long term solution and should be considered as this project will be around for a long time. The cost seems to be a limiting factor but as this project will last for a long time investing more could be the right answer as we could get a better product. The study should at least consider rail. Thank you	Audrey Huo	Website
1969	I support the gondola as a safe, sustainable, fiscally responsible, and environmentally conscious solution for Little Cottonwood Canyon.	London Reynolds	Website
1970	I support the building of a gondola as safer means of getting up the canyon!	Rachel Cromar	Website
1971	A gondola is a cleaner, safer and life experience method of transportation over all	Scott Childs	Website
1972	I really like the Gondola idea. Seems the most feasible long-term and appears to be the best option for the environment in the canyon. Thanks.	Robert Stephenson	Website
1973	1. Train below ground 2. Train above ground 3. 3 lanes with tunnels with Snowbird and Alta fronting the bill plus more electric buses and parking garages 4. Tram	Kyle Yu	Website
1974	After reviewing the multiple options being discussed, my opinion is that the enhanced bus with road widening is the best option. While the costs are significant, the improved traffic flow will help ease traffic issues in negative weather conditions, and improve the bus utilization through quicker access to the resorts. I do not believe that a gondola is warranted at this time. Thank you for the consideration and work to improve traffic in LCC	Chris Fry	Website
1975	I would like to see a tunnel in the Cottonwood canyons to prevent closure due to avalanche. Bike paths from ALTA down, and volunteer maintained trail system. No dogs ever. Also special pass for residents that live in the mile radius of the canyon.	Ali Yazdian	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>I grew up in Sandy. I live in Utah County now. I lived in Pittsburgh for 10 years, but otherwise, I have lived my whole life in Utah. I'm now in my late 40's, and have used the Cottonwood Canyons since I was a child, including annual ski trips during my time in Pittsburgh. I ski 40-50 days a year. The way the Cottonwood Canyons are being loved to death is heart-breaking to me. Believe me, I get it. Why wouldn't you love being in these two canyons, any time of year, but especially in the winter if you're a skier? They are amazing gems, but sadly, I try to avoid them nowadays, especially on busy ski days.</p> <p>I know that your current request for comments is about Little Cottonwood Canyon, so I'll try to focus appropriately, but Big Cottonwood Canyon has gotten just as bad and needs help every bit as much. I hope you all will keep that in mind as you try to decide what to do. I am grateful you're trying to address the problem.</p> <p>I am strongly opposed to any sort of gondola system. It doesn't make logistical or financial sense. I admit that I do not have access to the data that you all do. But as a professor of data analytics, I certainly understand how data improves decision making, and for the life of me I cannot understand how the gondola concept is even in the final running. From my perspective, it makes absolutely no sense, and I can't imagine any data that would say otherwise.</p> <p>Based upon the articles I read, the proposed gondola in Little Cottonwood Canyon would have an uphill capacity of 1,000 people per hour. I've further read that on peak ski days, 7,000 cars per day head up to Snowbird and Alta. Assuming that each of those cars only has one person in it (which is unrealistically low), that means it would take the gondola seven hours to get all the people up the canyon. If you start sending people up at 6 AM, then you get the last of the people up to the resorts at 1 PM, just 2-3 hours before the lifts start shutting down for the day. If people start leaving the resorts at 2 PM, the last of them don't get down until 9 PM. And this of course is based on a very low estimate of 7,000 people. People aren't going to (literally) stand for that.</p> <p>Now, you could make the argument that some people can go on the road and others can go on the gondola, so 100% of the uphill traffic shouldn't be assigned to the gondola. But if people are looking at a 1-2 hour wait to get onto the gondola, or even a 30 minute wait, what do you think they're going to do? They're going to get back in their cars and drive up the canyon, so you haven't really significantly reduced traffic loads on the canyon road, and you have fewer people paying for gondola tickets to offset to cost of construction, maintenance and operation. The fewer people who opt to use the gondola, the longer it's going to take to pay the \$300 - \$500 million I've read it's going to cost. (And please remember that \$300-\$500M for Little turns into \$600-\$1B to also help Big)</p> <p>Let's stay on cost for a moment. We must also consider that the gondola is really only going to get used on peak days. Assume a 22 week ski season. This is realistic but generous for the Cottonwoods, going from Thanksgiving to mid-April. Many years, there isn't enough snow to really be up and running at Thanksgiving, but let's start there. 22 full weeks gives us 154 ski days. We'll assume five full holiday weeks - Thanksgiving, Christmas, New Year's, MLK, and President's Day. That's 35 peak days. Throw in a week for Spring Break, that's 42. Then let's assume every Saturday and Sunday not already included in the holiday weeks are also peak days. That's 32, bringing use to 74 peak days. 154 total ski days minus 74 peak days leaves us with 80 non-peak days. Thus, demand for the gondola will exist on less than half of the days every ski season. I admit you've got access to better data than what I've given here, but I think even using my rough estimates, there's evidence that the gondola isn't going to get used most of the time. During the Summer and Fall months, it will be lightly used by curious tourists or joyriders, but I can't imagine it generating enough revenue to even be self-sustaining during those months. I ski every day of spring break every March (including this year just before COVID closures), and it is very generous to call every weekday during a week in March a "peak" day. Most March weekdays I can get from Alta to Wasatch Blvd. in 20 minutes or less.</p> <p>You're talking about spending hundreds of millions of dollars to build something that is needed less than half of the time the ski resorts are open. It doesn't make sense. But let's talk about logistics. There's nowhere to park at the mouth of Little Cottonwood Canyon. So you've got to find space to put in a gondola base terminal, and then you've got to shuttle people from a feasible park-and-ride area somewhere in Sandy to the base terminal. You might be able to use the parking lot at Brighton High, or build a parking structure on the old Shopko site on 94th south. But then you have to get people on shuttle busses, up to the mouth of the canyon, off the shuttle busses and onto the gondola--all while carrying ski gear, possibly in ski boots. As a father of three I can tell you, I'll just drive. Or stay home. This is what I already do on peak days. The prospect of: in the car, out of the car, onto the bus, off of the bus, wait for the gondola, onto the gondola... it's just not worth it. The gondola makes skiing on peak days more of a hassle, not less. You're already talking about building the longest gondola in the world. Are you going to extend it over the top of several neighborhoods so that it can go all the way to suitable parking area? That's not going to happen. Busses up the canyon make sense if they go from the parking area to the resort as quickly as possible, otherwise, no.</p>		
1976	<p>Then you've got breakdowns to consider. This year our family took a ski vacation to Squaw Valley. In our five day trip, both the aerial tram and the Funite! (one of the most advanced gondolas in the world) broke down—the latter closed for a day and half before it was back up and running, even with Squaw's considerable financial resources. Last year, we ski tripped to Big Sky. Their Six Shooter lift broke down, stranding more than 2,000 skiers in Moonlight Basin. You see, the Six Shooter lift is the only way to get out if you ski down into Moonlight Basin. Without it, you've got a single point of failure. We ended up standing around in the snow for hours with thousands of other people, waiting to be bussed, skis and all, 45 people at a time, back over to the main Big Sky base area. Even with Big Sky's significant financial resources, one broken lift left them with a huge mess and thousands of angry people. The proposed Little Cottonwood Canyon gondola represents a single point of failure. If you build a long-term, permanent transportation solution around it, when it breaks down on a peak day, and it will, you're going to have a tremendous mess on your hands. Once stranded by the gondola, people are going to think twice about using it the next time. After all this, here is what I think is the absolutely most important reason not to build the gondola. The Cottonwoods have a finite loading capacity. No matter what you do to address the current transportation problems, you can only cram so many people into these canyons. They simply cannot support every single person who wants to go up whenever they want. Building a gondola that jams more and more people into a space that cannot grow to accommodate them will only exacerbate the problem, by blowing through mountains of cash and diminishing the personal experience for each person who does go. PLEASE, recognize the finite capacity of the Cottonwoods. Please. I am in favor of improving the canyon road for enhanced bussing, which must become mandatory on peak days, but not with the intent that an unlimited number of people can use the Cottonwoods any time they want. Any solution MUST include limiting the total concurrent load. It may well be that a lottery/permit system will need to be imposed on peak days. It should not be toll based, as this disenfranchises lower income skiers in favor of the rich. That is morally wrong.</p> <p>I would propose a different solution. We have burgeoning populations in Utah and Tooele Counties, and in west Salt Lake County. Given the obvious demand for skiing in Utah and its importance to our state's economy, why not explore the construction of new resorts along the Wasatch Front? These could be constructed as private-public partnerships, perhaps as part of the State Parks system. Using the creation of Cherry Peak in Cache County as a baseline, new resorts could be constructed for anywhere from \$25 to \$100 million each, making it possible to build three, five or even more new resorts for the cost of one gondola up an already beleaguered Little Cottonwood Canyon. Locals will create less driving pollution if they drive from Tooele or Herriman to, say, Farnsworth Peak or Butterfield Canyon. Can we get with the right people at Kennecott Land to explore the possibility of one or two resorts in the Quirrhills? These would also be appealing to people coming and going from Salt Lake International Airport, and hotels in the valley would reduce the need for expansive base-area developments that would drive up the cost of resort creation. What about day-trip focused resorts in Farmington Canyon, the Wallsburg area, or Spanish Fork or Payson Canyons?</p> <p>These resorts don't have to be Snowbird or Park City. According to skiresort.info, Cherry Peak has an uphill capacity of more than 5,000 skiers per hour. Assuming a skier takes five runs per hour, that means the resort can accommodate at least 1,000 skiers per day with no lift lines. This is a resort with zero high speed lifts. Bogus Basin, just above Boise, is perhaps an even better example of a basic day trip resort. With its four high speed quads, it serves over 11,000 uphill trips per hour. Our proximity to suitable areas in the Quirrhills or the Wasatch near Bountiful/Farmington, Orem/Provo and Spanish Fork could make Bogus-type resorts possible without the winding drive Bogus requires. Four or five of these types of resorts along the Wasatch core mountain area would take a huge burden off the Cottonwoods. These resorts could even be run as non-profits like Bogus is, diffusing the demand across a larger area, while serving the population, fulfilling the mission of the State Parks department, and enhancing the local economy.</p> <p>If I have any say in how taxpayer dollars are spent on this enterprise, I'd much rather see the construction of several regional ski areas with limited amenities that reduce demand on the Cottonwoods, than on a single gondola that will only further stress the canyon. I don't think taxpayer dollars should be spent to shore up for-profit companies that make millions every year. But if we're going to spend those taxpayer dollars anyway, doing so on resorts that make skiing more affordable and more accessible while also reducing demand on the Cottonwoods is a much more palatable choice.</p> <p>If you've reached this point, thank you for taking me seriously enough to read my entire comment.</p> <p>Kind regards,</p> <p>Matt North Vineyard, UT</p>	Matt North	Website
1977	Please don't ruin the cycling routes up the canyon.	Gunnar Jeannette	Website
1978	I support the gondola	Emily Stam	Website
1979	I support the gondola	Rob Stam	Website
1980	As a long-time local season pass holder at Alta, I would have to support the gondola option of the current options presented. However I believe there needs to be significant more study and ideation to determine how to avoid a bottleneck of bussing to the gondola hub at the base of the canyon (perhaps parking at the hub, extending the gondola to existing park n' rides, etc). I also think the current capacity per hour of the gondolas should be reviewed. I believe the design could be improved to increase this capacity. Additionally consideration should be given to use of the gondola in the summer and potentially adding a mid-way stop in the canyon that while not used in the winter months, would be used by hikers and climbers in the summer. I would also urge there to be more transparency around plans for what entity bears the burden of cost. Alta and Snowbird - private companies - will be benefitting from these projects and therefore should cover a significant portion of the cost. We must remember that without these resorts, there would be no need for this transportation project. I would also urge serious discussion around the simple solution of a pilot project where Alta and Snowbird must limit skiers and boarders. This would reduce traffic and congestion in the traffic as well as environmental impact.	Allyson Dugan	Website
1981	Enact a toll for all non-resident and non-employee (those groups can buy a season pass) to pay for a gondola with stops at white pine, snowbird and Alta. Maintain the road for emergency vehicles and summer access.	Sam Barlitt	Website
1982	I like the gondola approach with the alternative of either expanding the parking at the gondola hub and/or taking the gondola all the way from the gravel pit. We want people to use the gondola so the 63 min travel time reduces the incentive to use the gondola. Financially, Alta and Snowbird should also pay for at least 50% of the project. In addition, whatever the new mode, the cost should be free for riders with a charge for personal vehicles. Concerns-- How often will buses depart the gravel pit to the gondola? The flow assumes 30 riders are dropped off at the gondola every 2mins. Will normal winter traffic allow this? If the canyon road has a delay for avalanches/accidents and Wasatch is blocked with traffic, how do the buses get the gondola station? I am assuming the gondola avoids the avalanche pathways. Will the gondola run year round with reduced frequency during the summer months?	Daniel Dugan	Website
1983	I support the Gondola option. I've lived here all my life.	Spencer Vargo	Website
	Hey, i appreciate all the hard work thats going into improving our canyons!		
	I really like the idea of adding a dedicated 3rd lane for busses only and having it time directional. So busses only going up in the mornings and in the afternoon it switches to busses only going down..		
1984	If you lower the travel time with a dedicated bus lane for the average resort users they will actually ride the bus. Everyone hates sitting in the red snake when the canyon is slow.. If there is an option for a faster transport people will use it.. (The key is to make the busses a faster option during peak times).. That being said additional parking for busses is a must! Although I don't like the look or added infrastructure of Avy sheds they are a bit of a must at this time.. Just make them replaceable and removable. Although rare, the sheds themselves can cause road closures through improper vehicle heights and natural phenomenon.	James Buehler	Website
	FOR THE FUTURE! We need to take a hard long look at connecting all of our ski resorts via Hyperloop.. Underground tunneling can solve all of the current problems with road traffic and provide the guaranteed fastest way to any of our resorts.. imagine being downtown sic and jumping into a hyperloop and arriving at a hub in between alta and snowbird in under 10 mins. next stop PC or brighton/solitude.. Zero Avy danger and the fastest travel option. This might not be totally possible right now but tunneling tech has been around for ages and is currently making leaps and bounds.. One thing i ask you to remember is people will always dismiss this idea with "The cost will be to high".... When you really dive into the idea there are many ways to pay for it and it only gets better. so yeah! Where there is a will there is a way and human effort is the only real cost of anything.. thanks for you time and taking comments, have a great day! , James		
1985	Please don't spend \$500 million simply to move the bottleneck from the mouth of the canyon into the lift lines. It's only a few days a year that traffic is bad. If the resorts want to pay \$500 million to get more skier visits, that should be on them. The goal of reducing the need to do avalanche control work is a legit goal, and thus I would support snow-sheds over the road. No gondola, no special bus lanes. Therefore, option 1 with mobility hubs + snow sheds seems to be the best option and the lowest price tag. Has tolling been explored to pay for this? How much are the resorts contributing, as they are the ones benefitting?	Michael Zangrilli	Website
1986	I support the gondola. My only concern would be parking in the valley for said gondola.	Jamie Terry	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
1987	After reading through and understanding the alternatives i am in strong support of the Gondola alternative with the option of moving the base to the West at the La Caille base location with the parking structure. This is a better alternative the just adding a buses which will still be dangerous in the winter and subject to road closures. the Gondola will provide another way to get up and down the canyon and enjoy the beauty of it. it will have a lot less impact on the environment.	David Jenkins	Website
1988	We support bus transport. Our entire family, three generations, ski and use the bus system frequently. We even use it if we have snow bunnies along who don't ski. It works fine for us and would for others if it were encouraged, perhaps even no charge to ride as is the way in some other ski areas. We've used Uber/Lyft to pickup areas when it's very busy. That works too. We think the gondola and road widening are idiotic ideas. The cost and invasion of both shows little foresight. Tolls would help. They a way of life in many areas of the country. Pay to use is fair.	Sharelynn Williams	Website
1989	This is a bad idea because it further stratifies class in skiing, increases negative traffic up the canyon resulting in litter and the erosion of landscape, potentially destroys climbing areas, pollutes the view of the mountains with big ugly towers, and is quite frankly absurd to do a project like this in a time of potential economic scarcity. I get that this could generate jobs but what if we built a train instead or increased funding and incentivized public transportation.	Charlie Dean	Website
1990	I think the gondola is the best option with the least amount of impact on the surrounding terrain and less pollution.	Benjamin Robison	Website
1991	Gondola is the only answer. The road does not work. Rubber tires vehicles slip on the road and won't be fixed with any of these other options. Gondola is the only low impact and environmental friendly solution.	Tracey Treadwell	Website
1992	Telluride, CO and Mountain Village, CO have a free gondola as their city's public transit system, and I've appreciated the gondola for an easy way to reach many destinations across the mountain, including the bike park and music events. While the LCC gondola wouldn't necessarily be the same, it would be a great way to keep traffic moving uphill and downhill more continuously than occasional buses. The ability to access transit with a minimal wait from the parking lot would encourage folks to take transit up the canyon. I think the gondola could be great for LCC.	Jen Lopez	Website
1993	I support the gondola	Jon Tate	Website
1994	I support the gondola	Zach Robison	Website
1995	I'd love a gondola	Jouce Forsgren	Website
1996	Yes to the gondola!!	Valerie Pahl	Website
1997	A gondola is a GREAT idea! It doesn't have the weather restrictions like busses and has less environmental impact.	Jessica Dalton	Website
1998	The gondola is a better choice!	Ry'lee Scott	Website
1999	I have a hard time supporting a gondola. It will detract from the beauty of the canyon and comes at a high cost. Improving bus routes and creating incentives to use them would be my preferred first option to implement. Ideas similar to Solitude's tiered parking rates structure have merit as would tolling the road. Start with low cost, relatively simple options to implement prior to spending big dollars on road expansion or a gondola.	Robert Schnitzler	Website
2000	In either of the bus options, give all of the travel priority to buses, give them the right of way, make their travel lanes the central part of the canyon transportation solution, keep private vehicles, but relegate them to secondary status, basically, plan the road, stops, circulation for an awesome bus service, then what's ever left over goes to vehicles, do not fit buses around private vehicles and expect anyone to ride the bus. the buses need to be the best option, get people out of their single-occupancy vehicles by making the bus option distinctly better than driving their own vehicle.	Bradley Kraushaar	Website
2001	Hello- I am grateful that there is action being taken to alleviate the congestion in the canyons. I am an avid skier and love living at the base of Little Cottonwood Canyon. Here are my comments: I am 100% for the snow sheds and making the canyon a toll road. For the Gondola- I think this is a great idea, but I don't think many will use the mobility hub on Wasatch, bus to the gondola and then ride the gondola up. If there is a way to create more parking at the base of the gondola this would be an ideal scenario. I think the parking at the base of the Gondola would warrant a traffic flow re-work where 209 and 210 meet. Maybe a roundabout? If the parking structure at the base of the canyon cannot be built, then the next alternative would be buses. There needs to be buses that go directly to Alta and other buses that go directly to Snowbird. They need to leave with high frequency and start early to spread out traffic. I think that "peak ski days" (weekends, holidays) must be bus only days. No cars should be allowed up the canyon on those days. A proposed other alternative would be to put a train station in. You can put the train tracks into the current road and have train stations at 9400 south and highland and at the mobility hub. Still have train only days for weekends and holidays with no cars allowed up the canyon. They do this in Europe and I think we should be able to do it here. I also strongly urge UDOT to create a plan for the route from 9400 south and Highland up the canyon. This area gets extremely congested and needs to be taken care of. If the hope is to have these commuters go to the mobility hub at the rock quarry, it will substantially increase the traffic for big cottonwood canyon. For any plan to be successful, the 9400 south route needs to be worked through as well. Thank you!	Ashley Anderson	Website
2002	A trax line along foothill Blvd and Wasatch Blvd along the bench to corner canyon. Another trax line on 700 East and van winkle. More buses in the canyon. Charge for cars in the canyons.	Wes Alder	Website
2003	My recommendation is to run a train/tracks up the canyon. Zermatt resort uses this method. You cannot drive to the resort. You have to park and ride a train in. The train could make two stops. Alta and Snowbird. It would be clean air. Salt Lake has experience running this type of program with current tracks and front runner projects. Makes sens right?!!?	Jeff Kjar	Website
2004	what's the reasoning behind no train? That's how everything was in Switzerland. Seems like it could be a cheaper option than a gondola. I'm sure you've thought of it but curious why this option didn't make the cut. I did hear in the video that a tunnel the whole way up would be really expensive. Love to know the whole outline. Thanks! Let's do this!	Skylar Anderson	Website
2005	I support the gondola, traffic in the canyon was a nightmare last year, the busses are always full. Plus a gondola is better for the environment.	Kristina Stromness	Website
2006	While there are several options to alleviate the traffic in Little Cottonwood Canyon, passenger rail is a perfect, long-term alternative transportation. A rack-and-pinion train, similar to that at Pikes Peak in Colorado, would cut way down on the number of cars in the canyon, create less emissions, provide a scenic ride for passengers year-round and draw tourists driving more revenue to this small mountain resort.	Sandy Gormley	Website
2007	There is a new passenger rail manufacturer right here in Utah, off of I-80 west of Salt Lake International Airport, where we can get more information on building such a system. I like a Gondola or light rail option. Those seem to be safe and better than anyone driving with slippery roads, even busses. Plus, if that doesn't work and you need more capacity, you can always later on widen the road.	Ryan Kirkham	Website
2008	Hello. Thank you for providing a non-gas powered option. The gondola seems like a great option, given the traffic issues and the amount of exhaust emitted into Little Cottonwood Canyon. It is also important to note that the O&M costs for the gondola are lower than the other proposed alternatives. I think the route along the road is also important, as it won't significantly impair the view shed, which I know is a legitimate concern.	Ayrel Clark-Proffitt	Website
2009	I believe that for the immediate future, the focus on transportation in LCC needs to be on increased bus service and at the same time, working toward the gondola solution. Unless these 2 methods are not started simultaneously, the issues will not be solved. The increased bus service can be done immediately with funding for the issues that have prevented this as a solution in the past. The gondola, while not a viable solution for all summer activities in the canyon, is a very viable solution as the wintertime access in and out of the canyon when the road is closed.	Kim Mayhew	Website
2010	Lets work on the gondola, seems as if the road is going to be full of cars, busses, and snow. The alt route to go up and over the masses might just be the way of the future. Summer attraction, fall leaf viewing, and a tourist attraction to promote year round visits. Winter game changer with capacity to allow for less road pressure.	James Williams	Website
2011	Has any consideration been given to a light rail line such as TRAX or Front Runner? That would seem to me to make the most sense.	Lisa Halversen	Website
2012	As an avid UTA bus rider/carpooler, I like the Gondola idea.	Misty Clark	Website
2013	I am in favor of the gondola.	Jami Moysh	Website
2014	the gondola is a better choice for the environment	ashleigh hammond	Website
2015	I support the gondola.	Trish Ackley	Website
2016	I support the gondola.	tracy Water	Website
2017	I support the gondola	Julia Mortimer	Website
2018	I support the gondola	Nikki Synder	Website
2019	I support the gondola	Jeff Counts	Website
2020	I support the gondola	Hillary Hahn	Website
2021	I support the gondola	Ali Snow	Website
2022	I believe the gondola is the best solution.	Andrew Razuvayev	Website
2023	Wasatch Blvd from Fort Union to N Little Cottonwood Rd should not be widened and engineered for significant increased personal vehicle use and commuting traffic. The vision should be focused on achieving mobility needs of the future through dramatically increased public transportation use and safe bicycling/e-cycle usage in the area between the canyons. In this project, Wasatch Blvd should be improved based on this objective. The project should also serve to improve the character of Cottonwood Heights between the canyons for the future. The current plan of creating a major arterial road through the community between the canyons is the wrong approach and will significantly detract from one of the true treasures of the Salt Lake area.	Pieter Blauvelt	Website
2024	Prefer the gondola option, with addition of parking structure at mouth of canyon. Also, first come, first on gondola with no one holding a place for others. The current bus lines, or lack of lines, is a joke.	Peter Witt	Website
2025	Yes to improvements to little cottonwood canyon! Yes to snow sheds, yes to mobility hubs and more bus service, yes to adding a lane for buses only with more frequent buses, yes to widening Wasatch Blvd, yes to better trailhead parking. I know people are freaking out about creating more traffic and I honestly believe we already have increased traffic and it is only going to get worse as the population rises. Better to make improvements now so we can all enjoy the canyon together.	Cristina Miller	Website
2026	Please do not radically change the character of this nationally significant resource.	Richard Tingey	Website
2027	I prefer the gondola alternative. It fits sic's character well. It's also a unique solution to traffic congestion while still respecting the land. More buses is not the solution to the traffic because people don't like taking buses. They are hot, humid, unattractive and uncomfortable. I'd rather build something that we will be proud of.	Jared Gabaldon	Website
2028	we vote for the gondola!!!	Brenda Forest	
2029	Any other transportation other than a gondola is a band aid to the problem! People that live at the mouths of the canyon will still be unable to leave or enter their homes or neighborhoods with cars and buses still backing up Wasatch blvd	Matthew Kasner	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2030	I am an avid skier/hiker/trail runner and utilize both the Cottonwood Canyons all year. I'm happy to see the options being explored and all the solutions would be beneficial. In my opinion, the best option is the enhanced bus service with road widening. I think this is an optimal balance of required infrastructure, increasing access, while maintaining flexibility for people. I also like the gondola option but find the need to bus from Big Cottonwood Canyon to be excessively laborious. Parking at BCC, loading my family onto a bus with our gear, then unloading at LCC, then having to reload on a gondola sounds like a very significant challenge. I'm certainly in support of a toll system as well which would encourage carpooling and potentially decrease some of the traffic.	Ben Johnson	Website
2031	I tend to favor the enhanced bus option. But this assumes that the 'gravel pit' hub: 1) puts in the maximum parking spaces, 2) that there are areas for each resort (Alta Snowbird etc), and 3) that the busses are direct to those areas.	Sam Johnson	Website
2032	I am very much against the running of additional busses in the canyons. All they do is crash off the road and cause worse traffic jams. I am in full support of a gondola solution	Kyle Hierlmeier	Website
2033	I utilize Little Cottonwood Canyon as an avid hiker, snowbird season pass holder and cyclist. I support the Gondola solution.	Marie White	Website
2034	Enhanced bus service without road widening is the most logical choice for this very tough decision. The other two options have two large of economic and environmental costs. Road widening would be catastrophic, and gondolas would be unsightly and annoying with all of the transfers. Not to mention the lack of adequate stops up the canyon. I can't even show remain as pristine as possible.	Nolan Ingersoll	Website
2035	I like option 3 with the construction of the gondola as it limits car traffic in the canyon and does not require widening of SR 210. The gondola will be able to move many people through the canyon in an orderly fashion without people having trouble driving up the canyon road causing inefficient backups.	Andrew Michalik	Website
2036	I support the gondola. The gondola is the better choice.	Jennifer Andrews	Website
2037	Enhanced bus with lane widening	Mike Cannon	Website
2038	Best option is a parking structure near base of canyon with gondola. Parking structure seems fraught with traffic problems WHERE IT IS CURRENTLY BEING CONSIDERED. Initial cost should be less important than long term cost and maintenance. Purchase a piece of land more accessible further out from the mouth of canyon that can be accessed from multiple larger roadways. Maybe between wasatch blvd and little cottonwood canyon road and provide access from both streets. This would remove congestion at the junction in the mouth of the canyon, and give you a large area for parking and maybe gondola would have to have one additional angle station, but maybe could even cut straight over the lower elevation of the mountain at the mouth of canyon. I see putting a parking structure where the park and ride at the mouth of the canyon as a horrible choice and will be seen as a wasted opportunity to fix the traffic problem. Putting someone on a bus and transporting them to the gondola, also stupid, why not just keep going on the bus... being in ski boots and carrying equipment, probably waiting in line twice - and that will never be something I would want to do. Gondola from Gravel pit by BCC to LCC, what?!! That is moronic... ugly towers all along the mountain covering a distance not necessary to cover. Get a piece of land close to LCC mouth and can be accessed by multiple roads. Otherwise abandon the gondola. It must solve traffic issue and ease of use/ time to destination issue better than what you have proposed, otherwise it is a wasted opportunity. Gondola is sexy, bus is not. People will take a gondola, but not if it requires too much effort. And people don't want to wait all this time and finally get a solution in place only to find traffic is still awful. Don't waste this opportunity, and taxpayer money please. I have had a season pass at Alta for the last 5 years and have lived in Utah for 42 years. I love to ski with my family and go about 20x annually to Alta. I have hiked and fished in the canyon throughout my life, but frankly, that canyon must be considered a ski resort as a whole. Focus on getting skiers up and down and you will be doing what is right for Utah and its interests.	Rory Van Buskirk	Website
2039	I do not want expanded lanes on wasatch Blvd. approaching big or little cottonwood canyons. They will decimate my property value with unwanted trafficking and will turn our community into an industrial area which will also hurt the community.	Henrique De Agostini	Website
2040	As a resident in Big Cottonwood Canyon, (Silver Fork Community), I support increased bus service (for LCC and BCC). Along with this, increased parking (for thousands of cars) at the soon to be retired gravel pit would be essential for bus success. Buses are needed year round. Traffic and parking at trailheads are getting increasing out of control in summer/fall. A Gondola system would not address these summer/fall problems because of limited stops. It would help with winter ski resort traffic, but not with summer/fall. (especially in BCC). Tolling both canyons, (especially in summer/fall) would also reduce traffic and promote busing.	THOMAS LOKEN	Website
2041	I am disappointed that the alternatives presented by UDOT in this EIS are so disconnected from a larger transit context. Unfortunately, it is clear that UDOT is only concerned about future impacts on vehicle flow and is unable to think of transportation in a greater context and its effect on environmental, economic, and social sustainability.	Mike Christensen	Website
2042	More busses up the canyon is not a good solution. That is thinking too short term. Nobody likes the bus especially when there isn't room for gear and after a long day of skiing the last thing that you want is to stand in your ski boots all the way down the canyon. Busses won't work if the plows haven't hit the roads and the canyon is closed. Busses are also prone to slide off the roads. A train or gondola system is much better suited.	Mike Jenson	Website
2043	GONDOLA	Marquet Call	
2044	In my opinion, alternative 3 (gondola) has one major drawback, the length of the commute. Parking close to the gondola base station would reduce this problem and make this option comparable to alternative 2 in terms of travel time. I also like alternative 2 because the added lanes could be used in the summer (biking and running). However, this could be accomplished by creating bike lanes at lower cost. In my opinion, option 1 is the least desirable. Also, management of vehicle occupancy will have to take into account parents driving up or down the canyon as single occupants of a vehicle simply because they dropped off or picked up children.	Paolo Moretti	Website
2045	Of the three options proposed (enhanced bus, enhance bus with roadway stuff, gondola) I would like to support the gondola option, but with comments. I think the gondola is much needed as long as it can be done: Without a required bus shuttle. We should be able to park our car, and walk (or have elevator/moving sidewalk access) to the gondola loading area In a fast manner (46 min is ok, but think it should be faster) In a way that would allow access to major trailheads (White Pine in particular, but maybe also the town of Alta) Year round access Bicycle access would be a big plus	JD Ethington	Website
2046	Don't know if this will get to anyone in a way that will clarify, but when I said "bicycle access would be a plus" in my comment, I meant "having the ability for the gondola to transport bicycles would be a plus."		
2047	A gondola is the way to go! Please create a parking option closer to the base terminal to improve user experience. Requiring a bus transfer to the gondola adds time and strain; ski gear is bulky.	James Laughlin	Website
2048	A gondola is the way to go! Please create a parking option closer to the base terminal to improve user experience.	Paige Bailey Laughlin	Website
2049	Go with the Gondola solution. Also consider road widening and add road avalanche shed covers.	Greg Bailey	Website
2050	I live SilverFork "Brighton" and would like to see the long-term projections on how a tram would impact my community?	Kirk McMullin	Website
2051	The gondola would be a great choice.	Tom Fendler	Website
2052	Love the idea of the LaCaille base station for the gondola. Would make accessing the canyon so easy	Whitney Bassett	Website
2053	Hello, I support the idea to build a gondola up cottonwood canyon. It would alleviate traffic, parking issues, and the need for busses to drive up in snowy weather. It is better for the environment and a safe choice.	Mike Williams	Website
2054	I support the gondola.	Bridget Steadman	Website
2055	All 3 have pros and cons, but no clear choice. As much as I would like to see fewer cars and busses, reliability of access is a priority. Option 2 seems to offer the most consistent alternative.	Carl Rick Richter	Website
2056	Folks, thanks for all your hard work on this. It is an epic task and, I'd imagine, impossible to please all parties. I strongly advocate for the least disruptive solution at this time, which is Enhanced Bus (with no widening). What we need to change is behavior. The best way to do this is make the unsustainable choice (driving low-occupancy) undesirable and make the more sustainable choice (bus) more so. A way forward, which would be easy to prototype, would be a toll for drivers and a bus that was cheaper than that toll. Go for it!	Erik Kish-Trier	Website
2057	As a life-long LCC skier, I believe that your going to have to disincentivize driving up the canyon on busy days. Whether it's a mid-week powder day or weekend storm day, you need to give people a carrot to get them to ditch their car, schlep all their gear and kids onto a crowded, slow-moving bus (while watching cars flying by them). Give the bus riders a discount on tickets, food and give them a safe, accessible place to keep their gear. As a parent, its quiet difficult to spend a day at the resort without the proverbial "crash kit" handy, i.e. food, dry clothes, backup goggles, ect. Also, the burden of convenience should be put on the Resorts, not the Taxpayers!	GARY FULLER	Website
2058	I am in support of the gondola option. It is cheaper than widening the roadway, as well as the cheapest to operate and maintain long term. I feel like having a gondola gives an additional attractive option for travelers instead of just increasing options we already have. Most of all, I support this option because it is the best environmentally.	David Horan	Website
2059	Gondola option makes the most sense. Clean, Quiet , scalable, expandable, connectable, modern, relieves congestion on the road, fun, inspiring, the best option.	Brian Martain	Website
2060	I've been skiing at Snowbird since I've been 3 years old and I've been employed with Snowbird for the last 4 years. With that being said I have been driving up this canyon for the last 20 years through rain, snow, or sunshine. I think the gondola would be a great idea and a huge improvement to the overall quality and convenience of the resort for both guests and employees.	Alyssa Kolan	Website
2061	I think the ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD(SHOULDER LANE)in LCC will be the best option since there needs to be an incentive to getting people on the bus and decreasing ride times to the resorts and that will be the major impetus to get people to do that. plus this option also allows for the adding of buses up big cottonwood canyon which at present needs attention too. If not now it will be needed within the next few years. The only addition to this proposal I see is the adding a mobility hub to highland drive to help aid getting people from the south on the buses as well. The gondola is a terrible idea since that only helps the ski resorts at peak times but does not take into account the rest of the user group population that loves and plays in the LCC and it does support future population growth.	eric bunce	Website
2062	In looking at the three options, I would simply rate my personal preferences as Gondola > Enhanced bus service w/ widened roads > Enhanced bus service w/no changes.		
2063	Having said that, what I am most concerned about is the affects of each of these plans on our air quality and how each helps reduce our carbon expenditure to reduce our impact on climate change. In practice, that means getting more cars off the road.		
2064	To that end, the gondola makes the most sense. Make it reliable and make it free to ride (or at the very least, notably cheaper than the tolls imposed on vehicles in the canyon). Incentivize it so that almost everyone who is going to either ski resort finds it worth their while to ride the gondola versus driving themselves.		
2065	If the gondola is not chosen and buses are the way it's going to be, it makes the most sense to add lanes so that the buses can drive independent of cars. Having their own lanes would 1. reduce the amount of congestion on the canyon roads, reducing the effect of bumper-to-bumper traffic in terms of both time and emissions, and 2. Incentivize people to use mass transit over their own vehicles, due to the aforementioned reasons.	Terry Seemann	Website
2066	More importantly, though, if either of the bus options are chosen, FULLY ELECTRIC BUSES ARE MANDATORY. It would be disastrous to do all this work, coordinate all this planning, and spend all this money only to pollute our air and planet even more than we already are!		
2067	P.S. I would like to note a big disparity in your report. Appendix B "Little Cottonwood Canyon Alternatives and Climate Change" talks about what the possible affects of climate change are on the canyons. What it does NOT do is address how the various proposals affect climate change. These are not independent considerations, and it's a sham that you addressed one view but not the other.		
2068	The 3rd alternative is an interesting solution with long term options to extend it to Big Cottonwood canyon and even to Park City. I prefer the second alternative. It will cost more, but in the long term it will allow more flexibility for tolls and alternating traffic during peak flows.	Jim Baker	Website
2069	New gondola option by La Calle is the best yet. It solves the parking and speed issues. Fantastic, go with that one!	Matt Liapis	Website
2070	I am in favor of adding a large capacity gondola like a 3s model to Little Cottonwood Canyon. Not only to offer a new beautiful way to get up the canyon, but to offer an additional mode of canyon travel. Both on the green side (operationally less CO2) but also on the traffic side. The biggest part to the approach is going to be ensuring there are "no stop" drop off routes to ensure the gondola parking/drop-off does not impede Wasatch traveling vehicles, a large expense, but one that puts the pieces together. It would be a shame to add a gondola where's own traffic causes more traffic in the canyon.	Luke Ratto	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2065	As a resident of Sandy close to the mouth of Little Cottonwood Canyon, I'm dismayed by the fact UDOT seems to be unable to think outside the box. The solutions considered in this EIS reflect no real solutions to the ever-present traffic backed into my neighborhood most winter weekends. Traffic congestion in canyons is not a new problem, nor is it a problem unique to Utah. Much in a way that to a person with a hammer everything seems to be a nail, to Utah's Department of Transportation every solution seems to require roads. Rather than trying to cram more traffic onto a hopelessly crammed roadway, UDOT should strongly consider a (cog-) rail based solution. Rail-based systems have proven to be far more capable of carrying large groups of people and could operate in the confines of the canyon, even with steep inclines, well. In addition, this solution would be an innovative approach that could finally help with the pollution in the valley and canyons, and could allow for truly limited road-based access. The reduced maintenance costs (repairs and snow removal), reduction in canyon rescues of stranded drivers, reductions in accidents due to driving under the influence, should be considered in any calculations that would have excluded this option. There is a reason many European towns have implemented this type of system- because they work!	Michael Franz	Website
2066	As a visitor to the resorts of the Little Cottonwood Canyon, I fully support further exploration of the gondola transit alternative. A proven model at European resorts, Gondolas provide seamless, attractive transport from accessible parking directly to the slopes and base area facilities. I see a gondola as the only viable solution to get visitors out of their personal vehicles and onto a low emissions transportation system.	Benjamin Bartz	Website
2067	electric buses running in high frequency, very steep fee for personal autos (residents exempt, with guidelines and appropriate monitoring), the fee to aid to help offset buses. Gondola seems very high cost, long time to complete, and w/expected reduced snow, will serve fewer people.	nick burns	Website
2068	I'm a resident of Park City, and a student Urban Planner at Cornell University. I grew up skiing at Alta and still trek over to Snowbird to ski on occasion. I support the addition of the CW/LaCaille gondola alignment to the EIS alternatives study. Rarely in my studies do I encounter a situation in which the needs and interests of several parties align with so few downsides as with this proposal. Every user of the canyon would benefit from the faster gondola speeds and from having parking available at the gondola station. UDOT will benefit through the further reduction of road wear and traffic. Alta and Snowbird will benefit through increased canyon capacity, and LaCaille gives land in return for the benefits of quick access to the canyon for their customers and guests.	Liah Rosenfield	Website
2069	I urge, in the strongest terms, for UDOT to consider the LaCaille proposal as the primary gondola-based alternative.		
2070	Taking the bus during weekends last season was a terrible experience. There's no order when boarding and the only thing worse than watching full busses leave to go up the canyon without you, is watching full busses leave to down the canyon without you after a full day of riding. I was in a total panic when I was alone at Solitude last year and waiting hours for a bus. I ended up hitchhiking down. Unless the rider experience improves drastically, I'll be driving.	Brooke Lowrie	Website
2071	I support having a clean, safe, alternative for access to Little Cottonwood Canyon. I support installing a gondola.	McKay Wilson	Website
2072	Where can I find information about the 4(f) properties in the alternatives? I'm a resident of Park City, an avid skier and an urban planning student at Cornell University. I recently submitted a comment online in support of switching the consideration of the gondola alternative to the LaCaille / CW Management alignment (discussed here). Feasibility and cost aside, I'm wondering if the study process would admit such a shift in one of the alternatives (or the addition of a new alternative) at this point in the timeline, or if, because preliminary scoping and alternative screening have already been completed such a change or late-coming addition would be inadmissible as part of the EIS alternative process.	Dina Blaes	Website
2073	While, on a personal level I support the LaCaille / CW Management plan, I'm curious about UDOT's EIS procedure in a somewhat more professional sense. As an aspiring urban planner, I'm interested in the flexibility (or lack thereof) available to planners, engineers and the public throughout the EIS process. I'd appreciate any response available on this procedural question. I would like to point out that the large majority of winter traffic in LCC is heading to the ski areas. Therefore it seems to me that the patrons of the ski areas should bear the brunt of the 30% reduction in traffic that is the stated goal of all the alternatives presented at the meetings. With that in mind placing the toll booths above the White Pine TH would, in my opinion, be the most equitable. The relatively few "down canyon" users would not be "taxed" to support the ski areas. The concept of variable tolls depending on demand is very desirable. Weekend tolls should be higher than weekday tolls. Tolls varying by vehicle occupancy should also be considered. As I passed into the "senior citizen" category I have found it harder to find compatible back country ski partners. Therefore I lobby for special consideration for seniors with respect to single occupancy vehicle. Eliminating road side parking below Snowbird entry 1 is only equitable if the proposed expanded TH parking is incorporated. The separate entry/exit at White Pine is an excellent idea. I was also very pleased to hear at the meeting that parking providing access to Grizzly gulch is not included in the road side parking ban. Thank you	Liah Rosenfield	Email
2074	The gondola makes the most sense to me. It provides an alternative to driving up the canyon, especially when the road is closed for avalanche control work. The gondola will make a significant impact on reducing LCC vehicle traffic. It has a relatively small footprint in the canyon while providing a unique experience traveling through the canyon.	Richard Steiner	Email
2075	Would prefer the Gondola option	Chris Pearson	Website
2076	Hey, I know that I already submitted a comment earlier in the comment period, but thought that I would add this. I 100% believe a gondola is the way to go to relieve congestion in Little Cottonwood canyon. My biggest complaint was not having parking at the base station of the gondola. I was just made aware of a plan envisioned by private developers to locate the gondola further down the canyon, that includes a parking structure. This would allow people to access the gondola without having to take a shuttle. I think UDOT should highly consider this new option.	mark reese	Website
2077	I strongly support the enhanced bus (no road widening) over the other two alternatives. While I love the ski resorts in LCC (I am an Alta season pass holder), and I am strongly against further development in the canyon. Constructing a gondola with large towers would deteriorate the wilderness experience in the canyon, whether one is driving up the road or looking down from the backcountry. Widening the road also makes me nervous in that I fear it will infringe on wildlife habitat and/or the watershed. I also worry that the logistics of the gondola would not incentivize people to take it. One would have to wait for a bus, board the bus, get off a bus, wait for a gondola, load the gondola, and then get off the gondola...it just seems like hassle. People are going to get sick of it. I've always felt that I would be happy to take the bus now if it ran directly to Alta or Snowbird and if they left like every 5-10 minutes. I think a lot of people would. I am also concerned that the gondola will likely be promoted by the City and/or the resorts as a tourist attraction, further congesting the canyon. Our ski resorts do enough marketing to get people to come to the canyon; let's not hand them another opportunity to make money and make the canyon even more crowded. I like the idea of an enhanced bus system, especially if it involves some sort of weighted tolling. In particular, I think tolling only above Entry 1 is a great idea in that backcountry users wishing to access lower trailheads would not need to pay the toll, or maybe only when the canyon is expected to be very busy. We need to keep the canyon assessable to all walks of life, so I don't think that backcountry users should necessarily be required to pay for a problem that is mostly attributed to the resorts. However, I understand that on holiday weekends, it may be necessary to toll the entire canyon to keep things under control. I will be very interested to see the results of the EIS. If the gondola and road widening are estimated to have a larger negative impact on the natural environment in the canyon, it seems like a no-brainer to go with the enhanced bus system without widening.	Ryan King	Website
2078	I am a 14 year local and live in the 9400S and Highland area. I 100% support the gondola option as a transportation solution for LCC. I especially support the LaCaille transportation hub option.	Donovan Lynch	Website
2079	I am in support of the gondola option with the hub/parking being located at La Caille. I believe it will be the least obstructive to the canyon and will provide a safe and comfortable ride year-round. I also believe it will become a destination for many tourists and provide yet another amazing reason to visit Utah during all months of the year, not just winter.	Chris Balun	Website
2080	I 100% support the gondola option as a transportation solution for LCC. I especially support the LaCaille transportation hub option.	Hailey Klotz	Website
2081	I 100% support the gondola option as a transportation solution for LCC. I especially support the LaCaille transportation hub option.	TJ McNulty	Website
2082	I 100% support the gondola option as a transportation solution for LCC. I especially support the LaCaille transportation hub option.	Delina McCann	Website
2083	I 100% support the gondola option as a transportation solution for LCC. I especially support the LaCaille transportation hub option.	Kristen S	Website
2084	I strongly urge the enhanced bus option with minimal or no road widening. The gondola option in LCC especially as proposed by LaCaille 1) creates another premier parking Lot all skiers will try for first, hence congesting wasatch road and encouraging the long lines we now see 2) they claim some local property owners favor this commercial intrusion into residential space. The only ones I'm aware of in favor are the family members selling the property and making millions off of it. 3) their proposal, in an effort to advertise quicker transport times for the resort clientele do not stop at any trailheads. It seems like public money for private enterprise gain. Where is the service for canyon lovers who prefer a non resort setting? 4) such an intrusion and taxpayer expense should require limits on ski parking at the resorts if they are claiming a reduction in emissions.	Brad Bern	Website
2085	The gondola seems like a good choice	Victoria Schmidt	Website
2086	There appears to be no other option than to widen Wasatch Blvd. I am disappointed by this. Widening Wasatch will only lead to a larger parking lot on Watasch Blvd on powder days (peak usage days in the winter). My preferred alternative would be to build the gondola and uses busses from two transport hubs without modifying Wasatch.	Rebekah Richmond	Website
2087	I like the proposal of the La Caille station that the CW Developers have put together. It addresses the needs on a much higher level and can provide more space for additional parking and access for cars and busses to drop off passengers. If the gondola station is placed higher in the mouth of the canyon, it will make it harder for people to gain access and use the gondola. The La Caille Station Proposal allows for local access, day parking, car drop off, and bus drop off. While the gondola proposal will be an access point for daily skiers and snowboarders, it will be a legitimate attraction on its own. It will provide a revenue source from both Winter and Summer visitors. You must consider parking alongside the gondola for people in the Winter, Summer, and off-peak times who just want to ride the gondola. I also like the gondola proposal as it leaves the existing road infrastructure in place and only adds onto that access while talking additional cars and busses out of the canyon. While towers will be visible along the canyon corridor, it will allow for amazing views for the riders in both directions. It will be protected from avalanche slide paths, thus providing egress in and out of the canyon when the road is impassible. The La Caille Station Proposal seems to provide the best solution to Little Cottonwood Canyon access for the lowest cost. It allows for future growth and builds a real connection with the Salt Lake community and the Little Cottonwood Canyon assets. As a life long resident of Salt Lake City and winter enthusiast of Little Cottonwood Canyon for over 45 years, I fully support this development. I hope this proposal can become a reality.	Mark Nuetzel	Website
2088	Understanding we MUST act now in order to protect all aspects of Little Cottonwood Canyon and the interests of all stakeholders, I reviewed the various proposals and fully support the La Caille-based gondola option as it appears to be one of the most cost-effective and least-impactful of the various options, one of which must be implemented sooner rather than later. Please consider adopting this option as it will benefit the majority of all interested parties with the least amount of impact, in my opinion. Thank you.	James Eric Thompson	Website
2089	The gondola is the obvious choice for a variety of reasons, ranging from less people driving in dangerous road conditions to a positive environmental impact. It must be the option chosen.	Shawn Stinson	Website
2090	I am a frequent visitor to Utah having skied the last several winters. Little Cottonwood Canyon has become so traffic jammed, parking so limited and then impassable during avalanche control periods that many days I go elsewhere for skiing. The Gondola option does several positive things: 1) takes traffic off the road 2) provides an alternative that is less weather impacted 3) provides an alternative both on and off the mountain. 4) time is equal to a car or bus trip or only slightly more.	Nathan Fastenberg	Website
2091	While we all certainly hope that Sars-Cov2 is gone soon, the Gondola could provide social distancing issues and that should be considered by health experts and contrasted with bussing. Other than the amount of time to project completion as compared to increasing busses, this almost seems a no-brainer.	Michael Sojka	Website
2092	Please choose the gondola option. This will be the least impactful in our already fragile environment. Thank you.	Pahoran Silva	Website
2093	Hello! I would like to give my support to the gondola works. Because it seems like the best way to accommodate the crazy traffic we get and the least affected to the environment. Thank you	Vy Pham	Website
2094	I support a gondola system. Don't widen the road or increase bus service.	Christopher Thresher	Website
2095	I would like to voice my support for the option to implement Gondola travel in LCC. I feel based on observations in areas such as Telluride that people are much more apt to utilize gondola transportation rather than bus transportation. It would be an asset to the resorts, community and environment to work towards gondola transportation within LCC.	Carolyn Lewis	Website
2096	Gondola is the choice to protect a canyon we love.	Josh Ohliger	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2096	Hi, After reading the 3 proposed options I think that a large number of avy snow sheds and tunnels should be built on the road (Euro style) with electric buses used to transport individuals up/down. Additionally, multi story parking garages could be constructed at the current parking locations to house a much larger quantity of vehicles and serve as transport hubs. The gondola idea has a kitschy sight seeing uniqueness to it, but ultimately isn't a strong solution. Thanks for taking time to read, and consider these thoughts.	Alex Hunt	Website
2097	Save the environment!	Breanna Gillan	Website
2098	Gondola all the way...safer, cleaner than any dirty bus system that crams in way to many people especially in these times! Long term results will prove right. But logic seems to be a dying trait...Gondola all the way!! And no more people being stuck due to avalanches!	Austin B	Website
2099	i believe up canyon personal cars should be for employees and residents only. The Gondola would seemingly be the most efficient functional plan to male a cleaner transportation option for all recreators.	Rob Harrison	Website
2100	Please choose gondola option. As a resident of LCC, environmental impact of road widening or snow shelters far outweighs benefit. Increased vehicle traffic is not the answer. Thanks for listening.	Ryan Argenta	Website
2101	I support the gondola	Ligia Frangello	Website
2102	Light rail or flex overflow lane would be safer for longer distances like this	Ashley O'Brien	Website
2103	Why do you keeping doing the same study and coming up with the same results for the last 70 years and spending millions of dollars on these studies. pick a solution that makes Utah the great outdoor destination it can be by making access easy, supporting the increasing number of visitors and keeping all the special interest groups out of the equation	Kyle d	Website
2104	I love this! I work at solitude and this would be a game changer	Alexandra Fine	Website
2105	I fully support the development of a Gondola through LCC. A choice to build a Gondola signals to the rest of the world that Utah continues to be a leader in transportation, technology and infrastructure. Choosing to build a Gondola in LCC is a principled long term fiscal decision and a pro environment decision that will make a significant impact for decades. Not only is a Gondola the rational fiscal, environmental, and logistical choice for moving the masses it is the exciting choice that our community can rally behind and visitors to the state can get excited about. I can already imagine the wonder in the eyes of the young and the old as they soar above LCC, a ride that will never cease to amaze.	Amanda Pouchot	Website
2106	With each review I am impressed with the amount of energy and resources put into this project. Thanks for a job well done. I do think this is an important study and worth the effort involved. I have a few comments for your consideration. I think Alternative 2 is the hands-down winner for the following reasons. It allows for the shortest travel time and least logistics to get up the canyon. The additional capital cost for Alt. 2 can be defrayed by re-locating the extra buses in the off-season to support other events throughout the valley and not just sit idle during summer months, it is more economically scalable. The gondola is going to run during the summer with far less ridership/limited rider revenue or fees, yet still require the same level of maintenance even with several gondola cars removed. I also think the snow sheds can be modified as wildlife crossing if later decided that is necessary, and even with the gondola, having a passable road still makes sense. A couple minor observations on your preliminary diagrams: 1)the vegetated roof at the Mobility Hub looks like a disaster waiting to happen when we get a deep, heavy snowpack and it structurally can't handle it or needs to be removed. The snow shed over hang ends directly over the bike path, perhaps lengthening or shortening would eliminate bikers getting dripped on when it rains or during a melt. Regards, Guin Cummings	Guinevere Cummings	Website
2107	Gondola all the way!!!	Paul Flanagan	Website
2108	I need the Gondola ?. Much better for the environment	Gabe Higginbotham	Website
2109	I support looking into Gondola transportation	Rich Sherman	Website
2110	All support for the Gondola	Caleb Rio-Anderson	Website
2111	I SUPPORT THE GONDOLA ! #protectutah	Savannah Jessup	Website
2112	Gondola is our best option. Please consider!!	Andy Scuderi	Website
2113	I think the gondola would be the most efficient option	Christian Call	Website
2114	Please vote for the gondola as it will greatly reduce traffic up the canyons, the construction creates jobs, and it ensures that emergency vehicles will be able to get both up and down the canyons.	Pauline Kneller	Website
2115	Fully in support of gondola. I as a skier or LCC on a regular basis could 100% see myself using this service seeing as how it alleviates parking, traffic, and even those who had a couple drinks a safe alternative to getting down the canyon.	Joe Lagasse	Website
2116	I live on the corner of Daneborg Drive and Wasatch Blvd, so I'm "very" well aware of the traffic situation in the winter along Wasatch and going up the canyon. It's pretty obnoxious, to be quite honest, and can make navigating our way out of our neighborhood tricky, especially on a "pow" day. This past winter (before resorts were forced to close down early), I actually recorded a time lapse of traffic passing by our house and was astounded. In the time I recorded, I saw only a couple of buses, and hundreds of cars, most with only a single occupant. But we knew what we were signing up for when we bought a house here, coming from West Jordan. We moved here to be close to the mountains and because even in spite of the crazy traffic during ski season, it's worth it to us. That said, I cannot FATHOM why we are considering spending billions of tax dollars to build a gondola or widening the road, thus reducing the amount of forest and increasing our impact on the environment to accommodate Alta and Snowbird, both private corporations. I recognize that there has been a dramatic increase in usage over the years and I do see the value in increasing public transit access (more buses, more parking at park and ride locations), we should also be implementing a toll system in the canyons, which would encourage folks to utilize public transit. It also needs to be made reasonable for people to use. I have a family, including two children. Hauling kids, gear, snacks, etc up the canyon for a day of snowboarding is stressful and overwhelming as a parent. There needs to be some thoughtful consideration that goes into making it easier for people to take advantage of this - along the lines of utilizing buses similar to those you find on airport shuttles, with built in areas for people to stow gear while riding the bus. In conjunction with this, ski resorts need to also provide accommodations like locker room facilities where families could stash the things they need to bring with them, i.e. diapers, snacks, lunch, extra clothing - all the types of things you would bring with you and keep in the car should you need it. If these kinds of things were addressed and considered when revamping public transit, I would 100% be on board for taking a bus every time I go to a resort to ski. But the resorts should be footing some of the bill for this, seeing how they are the ones who stand to gain the most from any changes that are made. While my own home/property would not be impacted by any of the alternatives, there are many who would be and that's simply unacceptable. We can do better, and we must.	Michelle Martineau	Website
2117	I support the gondola option due to the environmental impact of the other options.	Brent Christiansen	Website
2118	the gondola would be an amazing attraction and would be so beneficial for our environment	Heather Boland	Website
2119	Gondola please. Bring it all the way to LaCaille station!!	Stewart Lawson	Website
2120	I support the construction of a gondola to alleviate traffic and reduce environmental impacts in Little Cottonwood Canyon.	Chris Francis	Website
2121	I would like to voice my support for option #3 - Gondola, with the recent updates to the location near La Caille. This is the optimal long-term solution and does not require additional buses (which I hope are electric if other options are chosen). I would also suggests that ski resorts follow Solitude's example and charge for parking, using that funding for canyon clean-up and other initiatives that benefit the area. Really looking forward to any option that helps resolve the excessive congestion in our canyons! If #3 is chosen, please add parking at the base of LCC for the gondola. If #1 or 2 are chosen, please add a bus stop for 2 busses/hour at LCC P+R.	Andrew Webb	Website
2122	Questions: I ride the bus for more than 2 hours roundtrip between Trax to Alta every day. Will riders be willing to add at least another hour, plus wait time to their daily trip? Will people choose an hour gondola ride as opposed to a 20 min drive on a normal day? How much will wind and storms affect the gondola? What about avalanche safety for all gondola towers? What about a hybrid plan to include #1and #3? My Vote: Reliability#2	Carl Rick Richter	Website
2123	Save the planet	Richard Suarez	Website
2124	I support the Little Cottonwood Canyon gondola proposal as a low carbon approach to easing congestion in the canyon. These systems work beautifully in European ski towns that serve much denser populations.	Jennie Peterson	Website
2125	Hello, I would like to voice my support for the increased bus service alternative without widening roadways. I believe that this alternative has the lowest environmental impact to our canyon, as well as, the highest likelihood of being effective in the 2020/2021 season. I would like an incentive to take the bus to be added to this proposal. I propose this is done by charging a fee for vehicles parking at Snowbird or Alta lots. I believe a program like Solitude implemented last season where cost for parking is influenced by the number of people in a vehicle will incentivize taking the bus and carpooling. I would also like to voice support for a bus route that runs not only from the mouth of the canyon, but all the way to and from Salt Lake. I believe this would encourage locals, especially students to take the bus more often. I also believe that with increased traffic in the backcountry and to backcountry trailheads should be considered when planning the bus route and additional stops to trailheads should be considered along with the usual resort parking lot stops. I believe that these suggestions will make the bus more effective in reducing traffic in little cottonwood canyon.	Margaux Klingensmith	Website
2126	Save the environment and let us shred. Gondola please! Take it to Heber to allow access from the East as well.	Derek Droeger	Website
2127	The gondola is the way to go. Last thing we need is more vehicle traffic in the canyons be it bus or car. Gondola also has the economic benefits of being an attraction for tourism itself thanks to the beauty of traveling up the canyons alone. Gondola is the best option in the big picture.	Carson Barber	Website
2128	I am fully in favor of the gondola-focused transportation solution for Little Cottonwood Canyon. More buses in the canyon will not solve congestion issues and buses are subject to the same delays related to avalanche work, traffic accidents, or general congestion. As a friend once said "I'd rather be stuck in traffic in my car than on a bus." The gondola based solution will provide a constant, dependable method of transportation that isn't subject to the delays of the road, which I believe will result in a much higher "take" rate among skiers & boarders. The gondola is the way forward!	Keane Horner	Website
2129	This is a great idea	Hannah Robinson	Website
2130	I have worked at Snowbird for 24 years. I have experience with the canyon road and agree that the gondola is the best option for safety, access for all, least environmental impact, better air quality, cost effectiveness and is a long term solution.	Crystal Bartlett	Website
2131	I support the gondola.	Logan Allred	Website
2132	LOVE this idea! But maybe more busses in the meantime while it gets built??	Sophie Harlam	Website
2133	I have lived in the valley for 3 years, and each winter we enter a smog-like inversion - adding MORE cars into the canyon will only make this worse! I support the gondola project.	Becca T	Website
2134	UDOT should consider the gondola project. In terms of environmental equity, accessibility, and fiscal responsibility for the community, the gondolas provide a solution to all our issues across the valley. The incorporate our majestic mountains and provide surreal scenic attractions. It will take our city and valley into the future of ski city's. Do not widen the roads, this will only temporarily alleviate access. Its time to use imagination and creativity to create a once in a lifetime experience skiing the Wasatch Mountains.	Eva Lopez	Website
2135	a perfect way to reduce traffic and a better mode of transportation for the environment!	chelsea horner	Website
2136	Best option presented.	Greg Deweese	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2137	As an employee at Alta, I am very interested in seeing improvements to travel in Little Cottonwood Canyon. The alternative that I support and would like to see implemented is enhanced bus service (w/o road widening). I believe this is the best alternative because it increases the availability of public transportation within the canyon while causing the least environmental impact, with the least cost, of all the alternatives. While I am attracted to the idea of a shoulder lane for buses, I think the added cost and environmental impact to construction does not justify the outcome. Furthermore, if the enhanced bus only option were to be selected, this would be the quickest alternative to implement. Finally, I do not support the gondola alternative because I think the construction of new, costly infrastructure is unnecessary when the goal of improving traffic flow in the canyon can be accomplished without doing so.	Hannah Peters	Website
2138	Gondola makes absolutely the most sense. It will take much of the strain off udot and allow tourists to enjoy great views.	Isaac Buckland	Website
2139	The congestion issue in our canyons was not nearly as big a problem until the Ikon/Epic Pass type passes came into existence. Stop the sale of these passes so the locals have the best access to the resorts.	Shaye Powers	Website
2140	Please, any solution that removes cars from the canyon! A gondola would be amazing!	Sarah Hall	Website
2141	We want the gondola!	Jordan Larsen	Website
2142	While no solution is without drawbacks I believe the gondola solution is by far the best for the following reasons: 1. provides an alternative form of transportation that does not require tire on roadways 2. Provides year round scenic transport up the canyon thus enticing year round tourism 3. Provides alternative transport up the canyon in the likely event of future road widenings, improvements, etc.	Andrew Stewart	Website
2143	I support option #1, Enhanced Bus with no additional changes. Little Cottonwood Canyon would only be damaged by widening the road or adding a gondola. Users of the canyon who want a more urban experience can use BCC or go to Park City.	David Allred	Website
2144	Please choose the La Caille site for a garage, transport center and gondola. It makes no sense to park at BCC and ride a bus to transfer to the gondola at LCC... if you're pushing the bus transfer, then why wouldn't you just stay on the bus to get up LCC? The private-public partnership makes the most sense.	GREG PRIEST	Website
2145	Please choose the gondola option as it is the most viable environmentally friendly long term option. A steep toll up The canyons for personal combustion engine vehicles would help.	Patrick Carter	Website
2146	We need clean air	Nicole Sperry	Website
2147	I think the gondola option is the best long-term choice. It would be the least impact to the surrounding area (I am considering emissions, wildlife, weather, traffic) and would be a really cool addition and asset to our already world-famous slopes. The bus options are plainly more expensive and detrimental on many fronts. Lets choose the most proactive solution, which by many factors seems to me to be the gondolas. Also, they would be super fun to ride!!	Dyani Wood	Website
2148	NO, NO, NO, NO, NO, NO GONDOLAS!! (I wish I had a bigger point size to use here.) My husband and I have lived in this area for 30+ yrs. and the environmental impact it would take to build the gondolas (not to mention expanding the canyon roads to accommodate ppl so they can USE the gondolas) is UNACCEPTABLE!! This is all about GREED and LINING the POCKETS of a FEW at the expense of the earth and all who truly appreciate it. Again, JUST SAY 'NO' to the DEVELOPERS!	Glenda Galbraith	Website
2149	I support the gondola! I grew up in Switzerland and I KNOW how effective they are. Traffic is devastating in every way. Build the gondola, PLEASE!	Marcus Weiss	Website
2150	I am in favor of the gondola with the La Caille base station. Better parking expansion and a way to actually enter and exit the canyon when the road is closed are clearly big perks to this. Adding snow sheds and more buses is a temporary fix that won't be sustainable for the inevitable increase in traffic, and the snow sheds will be much more visually terrible for our canyon than a gondola.	Anelise Bergin	Website
2151	The gondola would be a great contribution to Utah.	Adante Carter	Website
2152	I am in support of the gondola. It is truly unique and would attract a lot of people to the area.	Leslie Hobson	Website
2153	I support the gondola. Please don't infringe any more on the wildlife.	Nick Eibler	Website
2154	I feel it is a wonderful and necessary thing to have a gondola run in Little Cottonwood Canyon. The positive effect it will have on air quality alone in Utah is enough of a reason to make this happen. On top of better air quality, it is much more cost-effective, there will be a reduction of vehicle accidents in the canyon and we wouldn't have to intrude upon the wildlife or ruin the beautiful nature by putting in snow sheds that are required for cards and buses. I look forward to riding the Gondola myself and seeing the beauty fo Utah from a whole new angle.	Devin Neilson	Website
2155	I support the gondola. It would be great	Roland Martinez	Website
2156	The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for a long time now. It is also something that would be treasured by the community for activities and safety.	Haley Beckstrand	Website
2157	More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have – everyone has to wait and everyone is stuck in traffic.	Tim Malboef	Website
2158	I highly support the gondola and the carbon-neutral emission it will create. It provides better transportation options and safety. It's a win-win!	Daniel Maldonado	Website
2159	I love Utah. It has been my home for my entire life and a gondola seems like a great addition for the people in Utah. We deserve safe and reliable travel that doesn't add to the smog and bad air quality we already endure.	Casey Nichols	Website
2160	I love going to Snowbird and Alta during the winter for snowboarding but I could deal without the traffic and immense waste of time getting up the canyon. A gondola is more reliable and just as quick, I support it. I hope you will truly consider this option.	Max Higbee	Website
2161	I love the canyon but don't get to experience it as much as I would like because of the time commitment it takes and my limit to one car in the household. It would be wonderful to be able to use a gondola and take my grandbabies up to see Utah's beauty.	Shirley Flandro	Website
2162	A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency.	Alicia Flandro	Website
2163	Please consider using gondolas instead of busses or bus lines. I believe a gondola service will be much better than busses!	avery spencer	Website
2164	In favor of the gondola.	Samantha Mansfield	Website
2165	Air quality is important to me, the gondola is the best option to preserve what air quality we do have without making it worse. I support the gondola!	Coulson Bingham	Website
2166	Gindola!	Martin TREATY TRADER OR INVESTOR Irwin	Website
2167	we should be taking measures to help preserve our beautiful canyons rather than widening the roads to allow for more traffic+pollution.	Laural Lancaster	Website
2168	Save our canyon!! The gondola is the best most unselfish solution. Take the pollution out of the canyon!! Salt lake valley has enough pollution!!	Ginnan Villareal	Website
2169	Coming back to Utah after moving away has been tricky with being out of training with driving in the snow. I would not trust myself to drive up the canyon, let alone tourists who don't have the experience. I think a gondola would increase safety and lower fatalities immensely.	Matthew Petersen	Website
2170	Please listen to the people, we need to keep our air clean and nature beautiful.	Kai Peterson	Website
2171	The gondola is hand down the best option. It is effective for costs, maintenance, and the environment.	Chase Petersen	Website
2172	Driving with my kids in the winter can be nerve-wracking. I want to keep them as safe as possible, which ultimately means off the roads. The gondola wold do just that.	Alex Olausson	Website
2173	Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road.	Samantha Rosemann	Website
2174	Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my kids to see Utah's beauty from a new perspective.	Jeremy Nordfelt	Website
2175	I love Utah's snow activities but often they are a hassle to do because of travel. I would be much more inclined to buy a season pass if there was an easier way to get to those locations. A gondola sounds like an absolutely wonderful solution.	Braden Hodges	Website
2176	The Gondola is the only choice.	Hilary McConville	Website
2177	I support the gondola and the protection of the watershed.	Tyler Eisenrich	Website
2178	The gondola is the only option.	Hilary McConville	Website
2179	I support this.	Lisa Wall	Website
2180	I support the gondola!	Jillian Horton	Website
2181	I support the gondola.	Josh Wall	Website
2182	I support the gondola :)	Andrew Wilson	Website
2183	I'd use the hell Out of a gondola	Nina Starling	Website
2184	The nature of the transportation problem at Little Cottonwood Canyon seems tailor made for the benefits of an aerial cable car system. However, the two stage bus/gondola alternative seems to be designed intentionally to ensure it does not get selected. Who is going to want to lug all their equipment out of a car into a bus, then out of the bus into a gondola cabin? Such a gondola will only be useful on peak winter ski days,because when the traffic is anything other than terrible, nobody will want to take it. If the gondola was a one-seat ride from a park and ride/transit hub to Snowbird, however, you would have a year round attraction preferable over driving up the canyon for a wide variety of trip types.	Ben Lytle	Website
2185	In conclusion, if these alternatives are the only thing that can ever be done here, enhanced high frequency bus service is the best choice because it is a one-seat ride from parking. But the true best alternative would be to extend the gondola to the parking/transit hub.		
2186	The gondola is the best option!	Melissa Parrish	Website
2187	Why can't increased bussing, tolling, and carpool incentives be put in place to see if that would get us to 30% reduction inncars without drastic impacts to the canyon.	Matthew Rocha	Website
2188	I support the gondola for little cottonwood canyon None of the three Draft Alternatives meet all the CWC Staff recommended Attributes and Objectives. The linked proposal meets ALL the recommended Attributes and Objectives, and includes a proposed method to fund it privately using a Joint LLC formed by the ski resorts involved. Others could also participate and invest. https://www.dropbox.com/s/hhnb3n7o1ye2i6g/Little%20Cottonwood%20Canyon%20-%20Boring%20Company%20tunnels%20proposal%20V2.1.pdf?dl=0	David Stein	Website
2189	If built, this will be a world class Mountain Transportation System and will permanently solve transportation issues in LCC, BCC, Mill Creek Canyon, and Parley's Canyon as well as providing Mass Transit in the Wasatch Back. Renewable energy powered, non-polluting, effectively invisible, unaffected by avalanches, heavy snowstorms, road closures, wildfires, etc. Effective emergency egress, efficient, fast, and a blast to use! It will draw people to use it instead of drive, with no tolls, free, equitable, convenient transportation. I'm in communication with Tesla Energy right now, and will be in contact with The Boring Company as well as Tesla Automotive. Next we approach the ski areas that are signatories to the Mountain Accord Charter.		
2190	This is an elegant, future oriented solution!	Chip Camillo	Website
2191	I support the gondola.	Matt Wall	Website
2192	Those mountains are my therapists and we cannot cut down MORE for MORE ROAD!! Like ew... how gross. Capitalism ruining yet ANOTHER invaluable gift from Earth? GONDOLA!! GONDOLA!!! GONDOLA!!!!	Jordan Salberg	Website
2193	I would support the Gondola option. It would be great to add a parking structure feature at the Gondola base to accommodate car pool parking	David Rowberry	Website
2194	Yes!	Hanna Vance	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2194	<p>The gondola sounds like a great idea. How long would you anticipate the wait to get on the gondola be? Is the 45 minutes travel time or dies that include wait time?</p> <p>How long would construction period be?</p> <p>What are next steps and when do you think it would start?</p> <p>In the meantime could the canyons require 3 or more people for carpool during peak times in all seasons. Also require a canyon pass like millcreek canyon with a booth.</p> <p>This won't happen but could the resorts stop accepting Epic, Ikon, and Mountain Collective Passes.</p>	Benjamn Lowry	Email
2195	I support the gondola initiative. I worked for Alta Ski Area for 44 years, retiring in 2018. I watched the growth over time of skiers and worked hard with Onno Wieringa to try solutions that had outcomes. This seems to be the next step.	Connie Marshall	Website
2196	Considering the ecological impact the emissions from an increased bus amount, the Gondola is clearly the better option.	Isabelle J	Website
2197	Gondola would be the coolest. I would love to take a gondola over a bus. It's also environmentally friendly, maintaining the nature in Little Cottonwood and cutting down on emissions!	Taylor Jacobson	Website
2198	As a frequent local skier in both Little and Big CC there needs to be a gondola up the canyon from a parking structure at the mouth of the canyon. If you have to park then take a bus to the gondola it will not get used. Either a cog train or a gondola line they have all over in other countries. It's time to make a drastic change. A lot of European ski resorts you have to park and take a gondola to the base of the resort.	Sean Lodge	Website
2199	<p>Hello and thank you for allowing the public to share their thoughts and opinions on matters like this. I believe that utilizing a Gondola to access upper LCC is the solution in which offers the most long term solution. It will undoubtedly keep people safe from avalanches, while also reducing (hopefully) the congestion and traffic traveling up SR 210 in winter and summer. It will bring an attraction and possibly new opportunities for businesses utilizing our great outdoor spaces for employing and contributing to the local economy. I would also like to think that when looking at Europe the reality and use of Gondolas and Ariel tramways are incredibly useful and have been for nearly a century, we can bring that mentality here to the US to keep people safe and perhaps open opportunities for a diverse group of users. Thank you.</p> <p>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.</p> <p>I strongly believe the GONDOLA is the best option of the three proposals.</p> <p>The advantages are: The smallest footprint and least impact to the environment Alleviate danger and frustration of driving up and down snowy / icy canyon roads Being above the road, Avalanche would not be a safety concern Less exhaust pollution from cars and busses CLEANER: -less road pollution from salt and automobile chemicals. Would actually be a FUN experience for visitors</p> <p>I feel it's Critical to the success of a Gondola to have PARKING AT THE GONDOLA BASE STATION rather than requiring users to park at a distant lot and bus to the gondola station. Parking at the base and boarding the Gondola would give the feeling of "Already Being There" Considering time for the 3 options this makes it feel the quickest!</p> <p>A FUN SCENIC RIDE UP THE CANYON TO START YOUR DAY IN THE MOUNTAINS !</p>	Devon Hummer	Website
2200	<p>The Gondola would be a great solution for traffic, safety, and environmental issues. I would love to see this project happen.</p> <p>Sick of traffic</p> <p>I believe building a gondola system is the best option for long term traffic and tourist management in LCC. Not only can a gondola system be scaled and enhanced over time to align capacity with demand, it also provides comfortable and safe transportation to tourists with the least knowledge of driving in the canyon while minimizing the amount of slow bus traffic on the road. It is frequently the busses that slow traffic the most during trips up the canyon and I believe adding more busses to the traffic pattern will further slow average traffic speed.</p> <p>Waits in the canyon are long and it's a sketchy drive</p> <p>We rent an apartment off of Kings hill drive and would rather deal with ski season traffic then build a "Bangerter highway" type expansion of wasatch Blvd. If you want to limit the traffic, work with the ski resorts to implement preferred parking for carpools, a gondola, and/or additional public transport. The major problem is car congestion for single riders from out of state or those with the epic pass. Those that live in the area know how to get around the traffic by getting up earlier. There's a reason people live here. It's to get away from urban sprawl and pollution.</p> <p>I support the road widening for buses in winter and hikers/bicycling in the summer. While not ideal, I believe it is the safest and most efficient option.I've come close to hitting bicyclists in these canyon riding in the narrow shoulder.</p> <p>Definitely in favor of increased buses or a shuttle like system. Widening the roads/gondola/train are too unrealistic, difficult, and expensive. -BCC resident, + Alta and Snowbird skier</p> <p>Support for the gondola!</p> <p>Part of the canyon experience is the ride to the top and back. I understand snow sheds may help keep snow off the road, but they would severely affect my reason for going up the canyon for the view. I really don't want to spend a portion of my ride in a concrete tunnel and would even consider going to a different resort for skiing.</p> <p>Please don't widen the roads in Little Cottonwood Canyon! I don't see it as a long term solution and will end up costing more than the gondola in the long term. The gondola is a much better choice.</p> <p>I would love a gondola for fun activities in the summer and winter. It would be a really cool way to see the canyon.</p> <p>Air quality is important to me and I support the gondola. It will have an immensely long life and impact generations to come for the better.</p> <p>The gondola sounds so rad for snowboarding. It will be awesome to get up the canyon and focus on my fun day instead of worrying about the trip.</p> <p>I treasure nature so much. We have such great access to the beauty that surrounds our city and I would hate to see any of that lost to extended roads. Instead, choose the gondola which has a minimum impact and will provide a beautiful new way to appreciate the beauty of the canyon.</p> <p>Too many times people get stuck up the canyon when an avalanche shuts down the road. This seriously affects people's plans and days, not to mention a lack of safety. A gondola takes that problem away entirely.</p> <p>Taking a bus up and down the canyon is stressful, uncomfortable, crowded and unreliable. A gondola is a much more enjoyable experience and allows me and my guests to see Utah's beauty from a new perspective.</p> <p>More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it won't matter how many buses or bus lanes you have – everyone has to wait and everyone is stuck in traffic.</p> <p>I care about our environment. Not only here in Utah but the earth and its atmosphere. If we can do anything to aid the only world we have we should absolutely do that. The gondola is the best option.</p> <p>Parking is huge turn off for heading up the canyon. An alternative way to get there without the parking hassle and dangerous roadside conditions would make it so much easier.</p> <p>This issue is too important to not act accordingly. Yes, it is about public transportation but it's also about safety, cost efficiency, and the environment. It's a no brainer, the gondola is the best choice by far.</p> <p>Far too often I think Utah's take the nature that surrounds the city for granted. Not being from here originally it is such a blessing to have around. The problem I have is accessibility. I know the gondola would add so much accessibility for myself and others in need who don't get to experience nature with ease.</p> <p>I would love to take my little girls on a gondola and have them experience the world from a new view.</p> <p>Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.</p> <p>Air quality is important to me and I support the gondola.</p> <p>Any road option is short-sighted and doesn't solve the problem. Getting people off the road is the only way we can protect the canyon and plan for future demand.</p> <p>A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is extremely valuable.</p> <p>I love the gondola option. It would allow me to have a nice dinner and a drink or two and still get safely up the mountain without having to rely on an uber or a bus that could get stuck in traffic or bad weather.</p> <p>please reconsider doing what's best for the environment and Utah's air pollution.</p> <p>Gondola! Quite, comforting, great views and lower maintenance costs!!!</p> <p>I suggest that you take a serious look at the private proposal presented to you to move the base station out of the canyon to the proposed La Caille base station.</p> <p>I support the gondola. Bring the gondola!</p> <p>I live just west of Wasatch Boulevard... I have witnessed dozens of accidents speed limits are ignored .at night time it becomes a race track for motorcycles and fast cars... At present it is a nuisance and dangerous I've watched near misses with bicyclists... UDOT has a high crash count in the intersection of big Cottonwood and Wasatch is ridiculously high... We have begged UDOT to slow down the traffic and now we're looking at widening and creating more problems more accidents more congestion and more noise... Please consider the voices of the Cottonwood Heights residents</p> <p>I support the gondola!!!</p> <p>NA</p> <p>I support the gondola and urge UDOT to move forward with the gondola project.</p> <p>I would like UDOT to move forward with the gondola project. It is the best option for LCC.</p> <p>I support the gondola. It is a better choice!</p> <p>Pro gondola 100% needed this yesteryear</p> <p>I vote for the gondola. Much cleaner on the environment which is what we need to focus on. Widening the road would destroy so much of the natural beauty the canyons have to offer.</p> <p>I support the gondola for environmental reasons.</p> <p>Mad love and support from Illinois!!! Let's get the Gondola construction started!!!!</p> <p>The gondolas are clearly the best option here. Please consider the impact on the environment when making revisions to the transportation systems.</p> <p>I support the environmental use of a gondola.</p>	Kai Dude Tanner Saxey	Website Website
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COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2244	Thank you for addressing the congestion of the traffic in Little Cottonwood Canyon. We have over the years used the busses to access the ski resorts during ski season, but as children learned to drive they want to go on their own. It has been a great concern as a parent knowing how congested the canyon is and the availability of close parking to the resorts so we have not allowed them to ski at the resorts. I would encourage and ask that a Gondola be put in with parking close by that would allow for families and youth to access the canyon and resorts with less traffic and environmental damage. We agree this would be a beautiful way to enjoy the start and end of a day in the canyon! Thanks so much!	Shellie Slade	Website
2245	Just look at the comparison chart. The cost alone makes it worth it along with all of the other benefits and less environmental impact. Gondola 100%	Samuel Mason	Website
2246	I have already expressed my opinion that a gondola is the right choice, but this 'alternate' gondola is WAY BETTER. My biggest issue with the current gondola proposal is the lack of parking and low skier per hour lift rate. This alternate solves both. Additionally it is a much greater use of the land for the greater good of the public, versus just a couple of private homes. This would also be great for summertime activities at Snowbird and Alta. I would 100% ride this in the winter and the summer. Currently as it is proposed, I wouldn't drive away from the canyon, to then get on a bus, and go past my house to a slow gondola. DO THIS OPTION! https://lifftblog.com/2020/06/30/landowner-proposes-alternate-little-cottonwood-canyon-gondola/	Justin Loeffl	Website
2247	Hello, I am writing today in support of the gondola option for LCC. The lifespan of a gondola will much outlast the articulated buses, have a smaller ecological footprint, and be more cost effective in the long term. Plus, having an emergency exist option in the event of avalanches closing the canyon is a benefit that cannot be overlooked. Thank you for your efforts and for allowing public comment.	Heleena Sideris	Website
2248	Building a gondola up little cottonwood canyon will cost hundreds of millions of dollars and paired with the massive parking garage to be built near the mouth of Big Cottonwood canyon will not solve our snow day driving issues. Instead of a Gondola UDOT should partner with UTA to provide world class Bus Rapid Transit that provides service to multiple locations in the valley. That paired with tolls in Little for non-local traffic would change people behavior for a much lower cost than a gondola. The cottonwood canyons would be national parks if they were in any other state. We cannot damage these pristine canyons with heavy infrastructure like gondolas. Well funded buses, paired with strategic avalanche sheds and tolling in little would be more than sufficient to meet the needs of skiers for decades to come.	Chris Jackson-Jordan	Website
2249	A gondola is a great option for the traffic issues. It's instrumental to better flow of traffic at many resorts I've visited with similar challenges. Utah has the best skiing in the world but it's only as good as its accessible. I'd like something similar reviewed for access to Big Cottonwood as well, or for other options that can also make sense to access Brighton / Solitude (and even PC / DV from the Cottonwoods side). These could run year-round and be great for hikers, bikers and to minimize Parleys Canyon traffic as well between resort areas.	Chris Neumann	Website
2250	I support the gondola!	Anthony Alfaro	Website
2251	I support the gondola!	Roger Dawley	Website
2252	I have been driving up LCC to recreate in the mountains for years, all seasons. My strong opinion is that it would be a huge mistake to build a permanent structure all along the canyon as the solution for busy winter weekends and holidays. For 345 days in a year, this is just not an issue so an eyesore in the wilderness is an unfair solution. Rather, I think there should be a free, reliable, and frequent bus system. As a mom who brings her kids up, I would love to just take a bus and not worry about the traffic; however as the system is currently, it becomes really expensive when you talk about all four of us buying tickets each way every time. Additionally, if buses somehow had their own lane so they had preferential treatment going up the canyon...that would be the ideal situation. Thank you for your consideration.	Jane Tanner	Website
2253	Enhanced bus with dedicated lane PLEASE. No parking in canyons Or pay dearly to park	Cindy Crass	Website
2254	I am in favor of a gondola transportation solution. It will be a great and very forward looking method of transporting people up canyon. It will enhance the experience of visitors and residences alike. I think there are some issues that need to be refined with the current gondola proposal, and I believe that the proposal of a parking/base station at the site close to La Caille as provided by CW Man. should be considered	JEFFREY STEVENS	Website
2255	I support the gondola option with the La Caille station - but it must be in conjunction with fees for driving the canyon to resorts (not to backcountry) or for parking. It is an elegant solution - easy to access, quick, clean, and gets CARS OUT OF THE CANYON!	Kirstie Rosenfield	Website
2256	The gondola is a better choice.	Corey Mosello	Website
2257	This is an incredible idea! The gondola would help immensely with traffic going up the canyon.	Paige Clark	Website
2258	Heck yes!	Kat Pressler	Website
2259	I support the gondola system! It will make a huge impact on lowering emissions and increase availability to skiers from all over the world! I support Option 2 (Enhanced Bus with roadway widening in LCC).	August McCann	Website
2260	The key to good bus transportation is low wait times. More people will take the bus if they only have to wait 5-10 minutes. Plus this option has the lowest predicted travel time, one of the big reasons why Salt Lake is well known for skiing. We don't have the 2-hour drive that people in Denver deal with. More busses will reduce car traffic and pollution in the canyon. Snow sheds over the road are long overdue. This will reduce the need for UDOT to shut down the road as well as the backcountry in the morning with new snow. New bus purchases should examine electric options from Gillig and other manufactures for further noise and pollution reduction. Finally, a lane that is dedicated to buses in the winter and cyclists in the summer is a great idea since LCC is a world class cycling canyon and is typically featured in the Tour of Utah. We are long-time (25+ years) out of state visitors to Alta 2-3 times per winter. We travel by van service, or occasionally by personal car if on extended ski trip. We are not daily users. We are enthusiastic about the gondola alternative. It seems to win on environmental grounds, cost to build and operate, and reliability. The Gondola alternative would be greatly enhance by expanded parking at the base gondola station. The two-step process of parking at the gravel pit and boarding a bus will decrease usage significantly.	Kevin Lockwood	Website
2261	Please choose the gondola.	Mead Montgomery	Email
2262	I think the best solution is enhanced bus with roadway widening. I think if you have a dedicated lane for the bus, and people see the bus heading up the canyon past them while they are stuck in traffic, they will be more likely to actually take the bus.	Matthew Marvin	Website
2263	The gondola is a long term solution to lots of construction and traffic.	Jessica Stevens	Website
2264	I believe that the "Enhanced Bus with Roadway Widening" option would be the most effective. Buses will be more flexible, more timely, and faster than a gondola. While a gondola seem like it could offer great promise, it is a slow option for transportation. I don't feel as if it would be highly utilized and may end up attracting additional users specifically for the gondola site-seeing aspect. Although the gondola itself is a cleaner solution with today's technology, electric busses will be available in the future. The gondola will not be a cleaner solution if it is underutilized. Thanks for letting me voice my opinion.	Josh Larson	Website
2265	Please consider this proposal - https://lifftblog.com/2020/06/30/landowner-proposes-alternate-little-cottonwood-canyon-gondola/#comments	Andrew Reich	Website
2266	The Gondola plan seem to be the best LT option that is cohesive with outdoor recreation as it has the least environmental impact and will provide the safest transit up the canyon	Spencer Ferguson	Website
2267	I think the Gondola concept is a good one, and am much happier about the one being proposed by CW Management is a much more viable option, so parking or bus transfer can be available at the departure station, and more people can be transported, diminishing road traffic even more	Charles Hansen	Website
2268	I think the Gondola is a great alternative in every way.	Carolyn Chase	Website
2269	My name is Henry Hartzler and I am a resident of Sandy, UT. I am an avid climber and snowboarder and recreate in the Cottonwood Canyons year-round. I advocate for the option of increasing buses, and also to have ALL resorts charge for parking, as Solitude did this past season. Without a monetary incentive to take the bus, people will still not fully utilize this resource that is the only way to truly manage the traffic problem (see Zion National Park's Shuttle Service). I do NOT support widening the road because of its impact on climbing areas located close to the road such as 5 mile bouldering area and other boulders that are right off the road. These spaces need to be preserved, not bulldozed. Also, a gondola would impact climbing locations and would be incredibly unsightly and expensive. Please focus on improving our current bus system by increasing the amount of buses and the monetary incentive to utilize them by having ski resorts charge for parking, similar to Solitude's model. Eliminate parking on the road next to the ski resorts. Do not expand the road or permanently alter the Little Cottonwood landscape with a gondola. Thank you.	Samantha Beck	Website
2270	I think a gondola is exactly what is needed, and offer my support to move in that direction or at the very least, a hybrid gondola/bus system. Widening the road will not solve the problem. Lets please take a note from the Europeans for once, they got COVID right and have been at this for way longer than we have. Thank you.	HENRY HARTZLER	Website
2271	I prefer the Enhanced Bus with roadway widening	Matthew Paul	Website
2272	I did not see any details in the proposals regarding who would be allowed to drive up the canyon and who would be required to take public transportation.	John Bowden	Website
2273	I think the travel time for the gondola option is too long, especially for skiers going to Alta. Buses always sound like a good option, but I do not see any plan to address the variation in skiers each day which can vary greatly depending on conditions, season and events taking place.	Steven Rozelle	Website
2274	Fines should be much higher for cars that enter the canyon unprepared. Every year this seems to be a cause for major backups in the canyon.	Cameron Cooper	Website
2275	Build the gondola	David Klein	Website
2276	A gondola or train system is long overdue for the canyons as well as hiking/biking systems that allow passage the length of the Tri-canyon area I cannot overstate how strongly I am opposed to the gondola option. The estimated per person travel time (63 minutes, per the EIS fact sheet infographic) is the longest of all the proposed alternatives and almost twice as long as the Enhanced Bus/Roadway Widening option (36 minutes, per the EIS fact sheet infographic), all without being significantly cheaper than Enhanced Bus/Roadway Widening and it permanently destroys the LCC viewshed. I truly hope the gondola is not actually under serious consideration by UDOT.	Daniel Dean	Website
2277	Having already commented twice, I apologize for "hogging the lectern," but I feel it important to support the newer proposal for having a combined gondola base and parking lot/structure in the La-Caille area. Having to ride a bus to the gondola base and then a gondola up the canyon, as would be necessary with the current three proposals under consideration, may be too time consuming and involved than many skiers are willing to endure, especially when there are so many alternatives, which will be more readily accessible, in the general Salt Lake City area. Although the La Caille proposal is late, it looks like a game-changer and should be considered.	Toby Kravet	Website
2278	Hi - I like gondola the best of the 3 options.	mike rogge	Website
2279	I think that Season Pass holders should be allowed to drive up. Since I work full time, having the drive up option makes it possible to ski the weekdays after work from 1-2pm up until closing. Please note that during these hours there is tons of parking (even on the weekends). All the fair weather - pow only - day skiers are gone. The tourists are tired and off the slope. Thank you, Mike	Jake Draper	Website
2280	I always hated gondolas, but we have to choose the lesser of 2 evils. Busses destroy the air and bus lanes destroy the planet. Let's go gondola! Less congestion in the canyon and limiting cars is essential. This to me means more budget to public/busing and gondola. For those that drive personal cars, I think the resorts need to prioritize parking/driving access to resort pass holders. They should have priority to help keep personal driver congestion down. If that means designated parking lots for pass holders it will limit the amount of space thus drivers up the canyons.	Patrick Shields	Website
2281	I support the gondola!	Mitchell Florence	Website
2282	if there is traffic on lcc road then there need to be snow sheds whether there is a gondola or not. the goal should be to have less traffic on wasatch from fort union south. there should be a gondola base with plenty of parking for all to due away with repeated bus transfers. valley travelers should be able to get to the base station without using wasatch blvd and busses from all over key locations in the valley could bring people to the base station without using wasatch blvd as well. further lanes and widening on wasatch from fort union south would be avoided. people will not use the public transportation if it is inconivient and slow. close traffic up lcc? charge a fee to drive up?	titus case	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2283	Pro gondola! A great idea to resolve 2/3 hour traffic jams	Anna Benish	Website
2284	I support the gondola	Matt Boudrero	Website
2285	The gondola is a better choice.	Tyler Wall	Website
2286	Looks like a great way to minimize traffic and protect the people in the canyon from avalanches and road accidents	Taylor Owens	Website
2287	I had a thought about this whole widening the road/gondola/more busses thing. I was thinking it would be a lot easier to just make convenient and timely options for people to be able take busses from close to there house and get to the ski resort. Then you wouldn't have to think about bus lot parking and expanding that, and people wouldn't even be getting in there cars to go skiing. I mean for starters I feel as though if there simply was a bus that ran from the Millcreek bus station to the 6200 s bus stop on Wasatch Blvd that would enable everyone who lives on 3300 s 3900 s and 4500 s to have a simple 2 bus transfer to go skiing. Then if you had a straight line bus that took people from the U to that Millcreek station on Wasatch Blvd, you would then have another major part of town have access to skiing without having to drive. The reason I thought of this is because I had to figure out how to go skiing without a car for a short period of time last winter, not only to ski, but to get to work as well, and if I were to take the bus from near my house and stayed on busses it would make do 2 different exchanges and take 2 and half hours to get up there. I live on 3300 s 2300 e and it takes me 30-40 min to get to Alta on a normal day, 2 and half hours is not a reasonable compromise to take the bus. If I wanted to take a bus all the way from 3300 s 2300 e to Alta, the route says I must take a bus going west on 3300 s, (which is the exact opposite direction of where I need to go) all the way down to 900 e to finally catch a bus that goes to fort union, then I have to wait for another bus to take me up to skiing after going miles farther away from the ski resort than I started. How does that even make sense? All you'd have to do is have the 33rd, 39th, and 45th south busses run down Wasatch Blvd to the 6200 s station, even if just one of the 3 busses went to 6200 s instead of terminating at the Millcreek station that would be major move in giving people an actually convenient way to get to the canyons without even driving a car. If you went all in and made convenient ski busses come from all around town and got people up to the resort with only a minor difference in drive time people would for sure use it!	Campbell	Email
2288	Hi, I am a skier who goes up to Snowbird and Alta around 5 times a week and was wondering how the line is going to stay down on popular days for the gondola?	Ben Shuckra	Email
2289	Do the gandola! Save the protected areas!	Harrison Morford	Website
2290	<p>Little Cottonwood Canyon EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121</p> <p>I am 68 years old, a lifetime resident of the east bench of the Salt Lake Valley. I have been a season pass holder (until recently) at Alta for over 50 years. In past decades, my practice has been to the LCC road between 25-50 times each winter, and 10-15 times each summer for hiking. I began skiing at Alta in 1962. I am very familiar with the canyon, and each of its side canyons.</p> <p>My first priority is to protect the LCC ecological environment in the decades to come. I believe that the draft EIS is seriously deficient for failing to specify, according to the best scientific evidence, the actual ecological "carrying capacity" of LCC, in terms of human use. That capacity should have been determined, and all the alternatives should have been framed so as to accommodate that capacity. Lacking this information, it is not possible to respond in a sensible way to the described alternatives, as each would have a substantial impact on the canyon environment. Given this deficiency, it is my recommendation that the final planning process be held in abeyance, with the understanding that the adoption of a permanent transportation plan be postponed until strong scientific "carrying capacity" information is available.</p> <p>What to do in the meantime?</p> <p>A temporary solution, relatively low cost, and low impact, should be identified and implemented, in a context that accepts that no additional growth in winter use will be allowed under its terms. Within that constraint, the following alternatives make sense:</p> <ol style="list-style-type: none"> 1. Roadway improvements on Wasatch Blvd, from the 6200 S. Park and Wait lot the mouth of LCC. These improvements would include new shoulder lanes that would permit the passage of express busses from improved parking facilities. My experience is that the vast majority of traffic congestions happens along this section of the roadway. 2. Increased bus frequency, with separate busses for Alta and Snowbird. 3. The installation of an automatic system for identifying and diverting private vehicles without snow tires before entering the canyon, to be paid for by the ski resorts. 4. The installation of an automatic "toll" system (similar to bridge toll systems in other states) charging each private vehicle that enters the canyon during the winter season, in the interest of encouraging bus use. The "toll" system should include a "congestion pricing" component, increasing the toll rate on traditional "heavy use" days, to reduce vehicle use on such days, and perhaps on big "powder" days. 5. Mandatory charging for private vehicle parking at each resort, reduced or eliminated for multiple passenger vehicles. 6. The installation of a vehicle counting technology before the mouth of LCC that would result in automatic closure of the road to additional private vehicles after a specified number have entered the canyon. The permitted number would be adjusted frequently based on both parking capacity, and current road and weather conditions. <p>Relatively speaking, the steps described above could be implemented quickly and at a fairly low cost. Each step would be considered experimental, framed by an approach that planned on evaluating the effectiveness of each step and making future changes to manage existing users and to prohibit an increase in use until reliable ecological carrying capacity information is available.</p> <p>The financial foundation for the steps suggested should incorporate the principle that "every stakeholder contributes" according to benefits received; ski resorts, public users, local governments, and the State of Utah. No one gets a free ride. All share as a first priority an equal responsibility to preserve and protect the ecology and environment of LCC.</p> <p>I believe it would soon become apparent to canyon users that taking the bus would be the preferred method to access the canyon, with the consequence the more expensive alternatives described in the draft EIS would not be necessary.</p> <p>Thank you. Please include these comments "in full" in the official public comment record for the EIS.</p> <p>Raymond Berry</p>	Raymond Berry	Website
2291	Gondola is by far the best option	Kirsten Heaton	Website
2292	A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is extremely valuable.	Kyle Samuel	Website
2293	I love the idea of a gondola. Sounds like a great family activity.	Amanda Denning	Website
2294	Please don't widen the roads in the Little Cottonwood Canyon. The gondola is a better choice.	Alex Denning	Website
2295	I think the enhanced bus option provides the most sensible solution moving ahead. It would have the lowest environmental impact, be easiest to implement and efficiently get people up and down the canyons.	Grant Sperry	Website
2296	I would feel so much safer traveling up the canyon with kids in a gondola. Especially if it was more reliable without canyon closures and accidents.	Kayla Bagshaw	Website
2297	I care deeply about the environment and air quality in Utah. The gondola is a best choice to protect the watershed, not expand into more wildlife area, and will not contribute any carbon emission.	Emilie Renier	Website
2298	Please choose the Gondola!	Ross Thompson	Website
2299	The gondola is ideal on peak snow days, but it also provides another activity that I could share with out of town visitors for a day outing in the summer.	Nathan Keen	Website
2300	The gondolas are the best option to get up LCC, buses will not be adequate on snow days. They always have a problem getting up the canyon when it's dumping snow and/or when the road is covered in ice and snow. The bus drivers scare me to death, I don't trust them, they don't have enough experience to drive the canyons! It's got to be really hard to drive a bus up that narrow road in winter conditions. Buses will not work, must go with the gondolas! Thanks so much. Renee Schmid	Renee Schmid	Website
2301	Utah's air quality is suffering as it is. We do not need any more contribution to our smog and inversion. We need a solution that takes cars off the road and is appealing to not only the local population but tourists also. A crowded bus doesn't do that.	Caitlin Belcik	Website
2302	I've been talking about a Gondola up the cottonwoods for years now! I LOVE THIS!!	Jason Struhs	Website
2303	The gondola option is a terrible option for environmental, cost, and throughput perspective. Either the bus or the bus with expanded roadway is the best bet	Dane Harrington	Website
2304	I support the gondola! Less congestion and less pollution!	Sophie Benson	Website
2305	Please pursue the gondola AND road widening. Projects like this almost always underestimate future need, so we should choose whichever option will be easiest to expand upon in a few years. Most likely the extra lane will be necessary at some point if private vehicles are still allowed to drive up the canyon.	Robert Brickley	Website
2306	Gondola is way better than buses. Period. Hope this gets approved!!	Spencer Simons	Website
2307	Gondola! During inclement weather, traffic is too slow.	Chris Gleason	Website
2308	I'll be the first to admit there needs to be change in regards to transportation up the cottonwoods. But, please don't jeopardize the rock climbing access. I access the canyon at least 60 days in the summer to go rock climbing. I park on the shoulder to access climbing areas from the lower park and ride lot all the way up to snowbird. The option to shut down the shoulder to anyone but bicyclists and pedestrians, would make it extremely difficult to access a majority of the canyon's rockclimbing. LCC attracts thousands of rock climbers every year that not only enjoy the canyon but are also stewards, where we are constantly improving trails, cleaning garbage up after others, and removing graffiti. This canyon has provided world class climbing for nearly 100 years. Please consider us when you develop the LCC transportation plan.	Brandon Hammid	Website
2309	I support the gondola	Corie Kellerman	Website
2310	Road congestion and incidents are a major problem for HWY 210, best addressed by the Gondola option with the least impact to the environment.	Susan Hagen	Website
2311	Please don't ruin the little cottonwood river trail that runs from mouth of canyon to tanners. Leave the road as is. PLEASE!!!!	Jason Ollis	Website
2312	Has the idea been brought up to do a monorail up and down the canyon instead of gondolas or buses?	Dave Louise Jensen	Website
2313	I would like to support the gondola option.	Connor Ottosen	Website
2314	I like the Gondola option. I think we should study it for year round use.	Carolynn Clement	Website
2315	I like the gondola option. I think it should be studied for year round use.	Jason Clement	Website
2316	I support the gondola proposal with the addition of parking. https://iftblog.com/2020/06/30/landowner-proposes-alternate-little-cottonwood-canyon-gondola/	Peter Halverson	Website
2317	I support the gondola!	John Lyles	Website
2318	Yes for gondolas	Tanner Laub	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2319	I am against adding another lane for only buses. This lane will be just as easily blocked as one lane during avalanche closures, and there will still be personal vehicle traffic due to accidents. These are the main causes of a line of cars heading up LCC on wasatch blvd backing up all the way to I-215 and idling for hours, making it impossible for residents who live off wasatch blvd to exit their neighborhoods without playing chicken with pissed off local and tourist skiers. I have lived off of Wasatch blvd in between big and little cottonwood canyon my whole life and I can say there are already trains going up big and little cottonwood, trains of cars, bumper to bumper sometimes, moving slower than a sit on lawn mower. I understand that an actual train is not an option so I approve increased bus services and a gondola. I also think adding a designated bike lane would save lives and could be used by back country skiers to access terrain in the winter months. I think UDOT should acquire the gravel quarry site on wasatch blvd and use it as a hub for a canyon transportation. I would also like to see a toll inacted for big and little cottonwood to encourage use of public transportation and the money used to subsidize gondola and bus fares as well as pay canyon care takers in charge of removing the ridiculous amounts of trash and graffiti that accumulate in the canyons. A yearly pass for the canyon tolls should be to Utah residents. It's time for Salt Lake to join the modern world in terms of efficient and ecologically friendly mountain transportation. Switzerland, and Japan have had mt. trains and other mountain mass transit for over 50 years!!	Patrick Campana	Website
2320	The Gondola sounds incredible. Would love to see this work in Big Cottonwood Canyon as well!!	Ava Anderson	Website
2321	Yes to the Gondola!	David Sandak	Email
2322	As a skier, I love Little Cottonwood Canyon, however, the ski resorts are not the only element of value. For this reason, I am strongly opposed to the gondola alternative. Requiring numerous transfers is the kiss of death for transit ridership. 3 transfers to access Alta will make the gondola a less competitive mode than driving or taking the bus unless there is a HEAVY toll to drive up the canyon. Unless a transit route directly accesses the base of the gondola, it adds additional transfers for transit riders. An Alta skier would be required to make a total of SIX transfers in a day. The canyon mouth to Snowbird gondola will act as a bottleneck. Does the travel time incorporate the time spent queuing for a seat on the gondola? What is the market and user base for each transportation mode in the canyon? A gondola creates a year-round, massive visual impact for all canyon users to primarily improve convenience for resort day-users and workforce during the wintertime. Our winters are becoming shorter. Does the peak surge in use during the winter justify the year-round expense of the gondola? What is the per user cost associated with each improvement? Enhanced bus with widening provides a solution that can be scaled according to seasonal need. It is visually lower in impact and can provide access to other destinations in the canyon such as trailheads. Furthermore this alternative appears to be the most multi-modal by providing active transportation access during the warmer months. Its higher capital expense will be justified when considered alongside other potential active transportation improvements being necessary in the future. Will the bus be able to shoulder run on Wasatch to bypass traffic similar to PC Transit on SR-224 during Sundance? Making the bus the faster option will make it more appealing over sitting in traffic. During peak use winter mornings, is it possible to further incentivize bus use by having transit be the only means to access the resorts for several hours in the morning before opening the canyon to vehicle traffic? Count this comment as supporting the enhanced bus with widening and opposed to the gondola. Thank you.	Michael Baker	Website
2323	In favor of gondola , especially since it can be used for transportation when there's road closures . There's a lot of safety in that	Andrew Merget	Website
2324	The gondola is the only choice.	Danny Marin	Website
2325	I support the gondola as a better choice!!	Allison Griffith	Website
2326	The gondola is a better choice	Dillon Feldman	Website
2327	I prefer the Gondola!	Diane Griffith	Website
2328	I support the gondola	Jennifer Reed	Website
2329	I support the gondola option	Tori Steely	Website
2330	Yes, to the gondola	Meredith Searight	Website
2331	I dont feel comfortable riding a gondola in the resort. I would never ride one up the canyon. It sounds like a disaster waiting to happen. Too many people in one spot with no escape. I believe the gondola idea is just profit generating concept for the gondola company and some stake holders. Enhanced bus service is easier, more cost effective and most importantly safer for the public. Not everyone feels comfortable in a gondola.	Anthony Cummins	Website
2332	I prefer the gondola over any of the other proposed alternatives.	Brian Hanks	Website
2333	The gondola sounds like a great solution	James Leonard	Website
2334	I think the gondola is the best decision!!!	Michael Canar	Website
2335	Very much in favor of the gondola with the alternative La Caille base station! The ability to have a parking garage is huge, and the environmental impact of having that many fewer cars going up and down the canyon is a significant factor for me. As a mother of a two year old who is an Alta pass holder most years, I would absolutely ride the gondola with him. However, I would be unlikely to ride a bus that doesn't have guarantee of seats (or seats together) and is harder to manage the amount of equipment and bags we need to bring to the resort with us. If the option were a bus, I would likely continue to drive my car up the canyon. But would absolutely take the gondola if I could park right at the loading station!	Evin Catlett	Website
2336	I think the gondola is a great option as 1. You could still expand bussing as they could run simultaneously 2. The experience and views could entice people to try it vs. a "bus" increasing participation. 3. It could still run if they needed to plow roads or do avalanche control!	James Strayer	Website
2337	I am writing in support of the gondola option that is being presented for consideration. Rather than a quick "bandaid" approach of buses, a system that is sustainable, long-term, better for our environment is the best option, not to mention the benefits of operation in case of avalanche or other extreme weather conditions.	Alexie Baugh	Website
2338	Please make this happen. Ideally a shuttle every 30 minutes during rush, and an hour maybe at night. Ideally with a bicycle rack on it as well to allow bikers to come up! (Also please post on bus what time last bus back down will be, often information that gets lost!).	Chris Saylor	Website
2339	I really think the gondola idea is fantastic too. Great way to attract more people and put more folks on the mountain!		
2340	I got a season pass to Alta but on the majority of new powder days, the canyon was closed. How would the gondola get us to Alta during a canyon closure?	Mark McOmber	Website
2341	Providing a gondola along side LCC Road will transform canyon access without needing to pave additional ground. This is by far the most sustainable, exciting and beautiful solution to the troubles faced by the communities living and accessing the top of the mountain. If I could vote, I'd vote Gondola!	Louis Lipson	Website
2342	I support building of a gondola in LCC	Jim Forrest	Website
2342	I support the gondola	Lily Wahlen	Website
2343	I would start with the gondola and no roadway changes initially. Trying to do it all at once would create a terrible situation trying to get to the resorts while roadwork begins. Get the gondola up and running which would give customers a way to get to the resorts if roadway construction is deemed necessary-I hope not necessary and the gondola would solve my greatest frustration which is getting a season pass only to see most powder days cancelled with canyon closure which has happened many times to me despite checking udot facebook site which said the canyon was open.	Mark McOmber	Website
2344	Initially I was in favor of an additional lane however as I have read more and learn more about the gondola option that is the option I would prefer	Tyler Rice	Website
2345	The gondola is clearly a solution for the future. Act now and get it done! Definitely the most logical solution and environmentally friendly.	Alex Daines	Website
2346	I believe this to be the best and most environmentally friendly option. I support this option!	Rachel Mize	Website
2347	The gondola seems like the best plan, cause awesome.	Susan Strayer	Website
2348	I fully support the LaCaille base station option. It would create Lots of parking and immediate access to the Gondola. The gondola seems like the best long term option. It would be accessible during peak season and even in avalanche conditions! Please put in a gondola!	Spencer Beaudette	Website
2349	The Gondola is the obvious choice. Lowest impact and maintenance costs, similar timeline as the others, highest capacity, plus it's cool and could be a destination in itself! Do it!!!	MICHAEL ELLIOTT	Website
2350	I'm in favor of the gondola with the Lacaille base station	Charles Hansen	Website
2351	I've been working at snowbird for 6 years! This is the best idea ever! Lets make a Gondola and have less cars in the canyon. If the road closes I still have a way home and to work!	Thomas Whalen	Website
2352	I think the gondola solution is the most effective way to deal with the amount of people going up the canyon!	Ray Wagner	Website
2353	The la caille gondola option looks great. Build two!	Jack Gonzalez	Website
2354	Gondala at the LaCaille Base Station	Kim Halamiczek	Website
2355	With the Gondola being the most environmentally friendly option, I think we need to make sure the canyons STAY beautiful by having less cars/busses up and down the canyon. The Gondola also offers less accidents, and no problems due to avalanches covering roads	David Nord	Website
2356	Writing in support of the Gondola. It is forward thinking in every way- for residents, for the canyon, for the environment, for the watershed, for safety Please do it! You must be leaders in building the right infrastructure for a growing region. The problem will only get worse.	Kimberly Girard	Website
2357	Instead of La Caille, as that's a business. How bout name it, Quail Run. It's slightly less business specific, but really uses that same inspiration.	Mony Ty	Website
2358	Gondola please. Europe figured this out decades ago perhaps centuries. Let's do it.	Travis Tomczak	Website
2359	I support the proposed gondola starting at the base of LCC! Less cars in the canyon and greener travel for everyone!	Jordan Monroe	Website
2360	I am most in favor of the enhanced bus with road widening option. Gondola would be my second choice, but only if it can be done with minimal impact to the rock climbing access on the north side of the lower part of LCC.	Emily Heinz	Website
2361	I think this is the best option out of all of them.	Michael Durrant	Website
2362	I'm in we have a timeshare at iron blossom since the opened and have been stuck up there a few times. So getter done ??	Michael Johnson	Website
2363	I support the gondola with base station and parking garage at the La Caille area. I would love to use this option traveling up and down the canyon to ski and hike!	Cody Boche	Website
2364	Please do the gondola for both cottonwood canyons. Locals want access to their resorts again.	Jesse Lugenbeel	Website
2365	I support the gondola option with the proposed base area at lacaille with the addition of parking garage	Lauren Cook	Website
2366	La Caille base station makes the most sense. Please don't force us to bus to another form of transit. Thanks for considering	Mackenzie Viau	Website
2367	I've reviewed the proposal and it by far seems to be the best option. I like the idea of a base area at Lacaille as it serves several purposes. It also seems to have the least environmental impact. Lacaille all the way!	Blair Jones	Website
2368	I support utilizing current road ways and implementing more efficient electric buses in the canyons. I appose a gondola as its environmental impact and cost outweighs the benefits.	Anthony Pavliantos	Website
2369	The gondola appears to be a great idea! Considering that it is more environmentally friendly and snow closure proof, I think, provides more economic benefit than widening the road or using more bus services. As a local, Little Cottonwood canyon is dear to my heart because it is home to the best snow on earth, but the canyon is dangerous on snow days and I sadly forfeit many ski days for the sake of safety. The gondola would not only reduce road related accidents, but also keep the always open which would encourage more locals and enthusiasts to experience what Utah has to offer. People from out of state would be less weary about planning their trips to Utah and we would see an increase in ski tourism. Many of us skiers value the conservation of our environment as well which would prove the gondola to be the best option for Little Cottonwood in the long run as the beauty of the canyon is preserved and nasty pollution causing Utah's infamous inversion is reduced. If Utah were to win any upcoming bid for the Olympics, the gondola would be a no brainer in preparation for the influx ski enthusiasts from around the world.	Bryce Peterson	Website
2370	I Use the canyon over 150 days per year and support the gondola plan with the lacaille alternative	Andrew Grewe	Website
2371	I am in favor of the gondola. It sounds like the best option.	Madelyn Blanchard	Website
2372	I think the gondola would be an amazing installment	Lauryn Bryan	Website
2373	Put in the gondola?	Kevin Williams	Website
2374	I'm in favor of the gondola due to its ability to operate at a consistent pace and not be affected by traffic on busy days. As long as the bus can make quick loops between the base station and the parking structure, the gondola would help reduce those days of 2 hour traffic dramatically.	Austin Smith	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2375	I'd say a gondola sounds like a much better option than more lanes and more buses. It's hard to see a downside to it!	Joshua Matheson	Website
2376	I think that a gondola would be a more fun way to get to the resorts plus more attractive for tourists and car drivers than a bus. I only ask that we make the gondola state of the art!	Daniel Butters	Website
2377	Gondola at alternate lacaille location	Preston Lyman	Website
2378	I love the gondola idea.	Patti Bruffey	Website
2379	So excited about the Gondola and La Caille base!	Kate Childers	Website
2380	The gondola solution seems like the best option here. And a potentially iconic addition to the salt lake valley. However Not expanding roads and parking leading to the gondola station would defeat the purpose of the project as many of these park and rides are already heavily utilized. I'd also like to see UDOT address issues when traveling from the south including traffic buildup on Wasatch Blvd.	James Pearson	Website
2381	Gondola! Make it happen!	Eric Razzi	Website
2382	Choose the gondola!	Chris Latimer	Website
2383	I support the project for construction of the gondola. I feel much safer traveling by gondola instead of the road in winter.	Alina Smith	Website
2384	I vote for the gondola option to go up little cottonwood canyon!	Kate Leach	Website
2385	Please choose the gondola option. It makes the best sense for our environment.	Steven Dentone	Website
2386	I don't have a particular opinion on which method to use. They all have pros and cons, but as someone who hasn't really gone to the ski resorts for years because of traffic the most important thing to me is access for climbing and backcountry skiing. Parking for both of those activities are important to me and I'd hate to see them lessened or removed completely. None of the proposed solutions seem like they are going to drop me off 1/3 or 1/2 up the canyon so I'll still be forced to drive.	Allen Rogers	Website
2387	Yay gondola.	Lauren Heiningner	Website
2388	I'm a Alta employee and driving up and down LCC everyday is a absolute pain. I've sometimes been in traffic for 6hours. I definitely think the gondola is a great idea.	Lauren Heiningner	Website
2389	The gondola seems to be a highly efficient, reliable, environmentally friendly way to transport people across the canyon. It could even LOWER the emissions through less cars traveling in the canyon. Once again, I say choose the gondola.	Isaac Austad	Website
2390	I support the gondola	Eric Krupnik	Website
2391	I prefer the gondola system rather than road widening/bus transportation. It will be more environmentally friendly and efficient for those trying to make it up the canyon.	Emily Wood	Website
2392	Very interesting concept. I own Vacation timeshare weeks at The Cliff Lodge at Snowbird. Considering moving to Cottonwood Canyon.	Terry Greenhalgh	Website
2393	The gondola system is the only option that would help us now and in the future, the other two solutions are just very expensive temporary solutions. The gondola is the best option for the environment, public safety and the local economy. I hope you choose the gondola to provide the best solution for our state. Thanks, Zach	Zach Roskelley	Website
2394	I support the gondola	Garret Stirland	Website
2395	What is going to keep people from driving personal vehicles to the trailhead? How will the enhanced bus service be appealing. People don't use the bus services that much right now because its not as convenient. If a fee was applied to each personal vehicle using SR210 then people may see the bus system as a better alternative. Given the current health crisis, how will UTA make their bases safe and clean? Can changes be implemented earlier? LCC is having a traffic crisis now, what can you fix to make the 2021 ski season less hassle?	Lisa Krussow	Website
2396	Go gondola. It is the best option for environment and the fastest.	Leslie Snavelly	Website
2397	The Gondola Is by far the best option. More cars and busses and and extensive roadworks in our watershed is not the right direction for a sustainable future.	Duvan Durand	Website
2398	Writing in favor of the gondola option for LCC! It's the most environmentally friendly and cost effective, and would be completed in the most timely manner.	Katy Gardner	Website
2399	The gondola seems like the most viable and environmental option	Kai Bjorkman	Website
2400	Carbon neutral gondola is the attraction Utah needs.	Vincie Spero	Website
2401	Yes to the LaCaille Base Station Gondola	Haley Cleary	Website
2402	I am in support of the two enhanced bus options. The gondola would negatively affect the experience in the canyon, from top to bottom.	George Stevens	Website
2403	I support the gondola option for little cottonwood canyon. I would like to see small environmental impact with maximum getting people to the resorts.	Heather Blakley	Website
2404	I just feel that our busses run empty as it is... a bus lane would help but would seriously disrupt traffic for a few years... however, I don't see it minimizing traffic in the canyon. I see it creating two lanes of traffic instead of one... I like the idea of less pollution in the canyon. I think this gondola idea could fix these problems. It would give our city a very iconic look as well	Susan Wojtalewicz	Website
2405	I support the gondola.	Maia Sepulveda	Website
2406	Please let this go forward! Then build one from PC to Alta!	Matt Baydala	Website
2407	This is my second set of comments based on some new information. While the Gondola option appears appealing, there is some missing information. 1. What is the proposed schedule? Summer use? Hours of operation? If a gondola system operates only in the winter or only during resort operating hours, it is a transportation system, it is a (subsidized) ski lift, a give away to 2 private businesses. 2. What would happen to bus operations if a gondola system is built? If bus service would decline, this proposal would be unacceptable, providing just a ski lift, and not serve as a general public transportation option by failing to address trailhead parking and traffic conditions. 3. What would be the cost of riding the gondola? Key to making the gondola successful will be making it affordable. If it is combined with a road toll, the gondola must be cost-competitive with the toll and the toll must be fair to those who go to a trailhead or other destination that isn't served by the gondola. In other words, if the toll is high to push people towards using the gondola, there should be a reduced toll for those who can't use the gondola, like hikers, backcountry skiers, etc. Or a toll should be combined with or limited to a parking fee for the resorts serviced by the gondola. 4. Likewise, access to a gondola must be convenient. Parking and taking a bus to the gondola station creates a logistics challenge that would discourage gondola use. 5. What it is the relative time to implementation of each of these options? Planning a system for 20 to 50 years out is a great goal, especially if you assume (probably incorrectly) that snow sports growth will increase linearly and not be influenced by changing economic or climate factors, but what is the UDOT 1, 5, and 10 year plan to manage transportation challenges? Ignoring the short term is not acceptable. One huge advantage of a bus-related system is that it can be quickly implemented and scaled. 6. Why are snow sheds not incorporated into the gondola plan? Don't you need to consider resident, non-resort, commercial delivery, and employee transportation needs? We are told by resort and UDOT representatives that a transportation plan is needed to mitigate the constant threat of avalanche-related road closures and a gondola alone does not adequately address that need. 7. Non-resort related transportation must be addressed Unless these issues can be resolved, some form of bus-related transportation system that can be accommodated with minimal infrastructure construction appears to be the only defensible choice.	Paul Diegel	Website
2408	The gondola alternative is certainly preferable over the other two alternatives. However the lack of parking at the gondola base, requiring a bus ride to the gondola, plus the slow speed/load capacity as currently configured would lead me to continue driving except under unusual circumstances. The latest proposal by a private landowner that would allow parking at the base seems a much better alternative. If the stated load capacity and speed are accurate in the private proposal, I would be much more inclined to use the gondola.	Carolyn Beverly	Website
2409	After learning more about the gondola solution from Ski Utah, it sounds like the best option (of the ones presented). However, my concern is that it won't be as effective as we expect, since Americans are conditioned to prefer convenience. I've lived in Park City for 5 years — the free shuttles are not utilized as much/as well as they should. When I lived in the Prospector neighborhood, I took a bus to PCMR every Saturday and Sunday, and always got a seat. People will use it as an absolute last resort, and would even rather pay to park at PCMR than take the bus. Locals and tourists alike also complain about the Cabriolet and/or the Cabriolet to Red Pine Gondola all the time — "ugh it takes so long to get up on the mountain!" So I'm concerned that we will build this huge infrastructure, then have people not use it as expected. We have to make sure the non-car option is as convenient as possible — even more convenient than a car, if possible. Also, I am VERY against tolling the canyon. That is gatekeeping (Google "gatekeeping" if you aren't familiar with the term) and pushes people out who aren't rich and white. I'm pro-diversity in the ski and outdoor industry, and tolling would continue policing the industry and making sure only affluent white people have access to skiing, hiking, climbing, etc. I STRONGLY advise you NOT to toll the road. I get that that's a way to help ensure people choose the gondola (or whatever the alternative is), but it's extremely destructive to the diversity of our outdoor community. I think if you "add" benefits to the gondola versus making driving more difficult/expensive, then you won't need to toll it. Like people who take the gondola get to go in a special express lane for the Snowbird tram, so they can get up to the mountain faster, or they get discounts on food or discounts on their pass, and the gondola should be free with a ski pass. We need to make it like a "no brainer" option.	Alisha Aravena	Website
2410	Very much in support of the gondola.	Robert Taylor	Website
2411	Besides roadway widening and bus options, I want to see a gondola be put in because it would solve all problems and the disadvantages of the other 2 options. When LCC is closed because of avalanches and/or extreme congestion it can create more air emissions. The gondola is far less likely to be effected by avalanches and can be used as a backup way to get out of the canyon when it is closed.	Erik Sahlin	Website
2412	I'm pro-gondola. I think it would be a great way to reduce traffic in the canyon and help our states air quality.	Katelyn Dean	Website
2413	I agree with the Alta suggestion: "We have requested UDOT to modify the proposed gondola alternative by adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station." This would make a huge difference in terms of utilization and speed. And that would make this the superior alternative on several dimensions.	Jon Shapiro	Website
2414	Enhanced bus service without an extra lane is the best future-proof option. Changing fuels and technologies for bus travel will far outpace the gondola, and more roads just means more cars... Which is not accurately reflected in the travel times proposed in the study. Also not reflected in the study is the permanent loss of climbing and watershed impacts. If Cortina can find balance and income potential I think the Wasatch can as well. Bus it!	Bryce Weber	Website
2415	I like to ski	Tyler Roberts	Website
2416	I would like the gondola option with a parking structure at the gondola base in order to eliminate the bus from the gravel pit.	ronald gilroy	Website
2417	I am fully on board with the gondola plus La Caille base station!	Spencer Vriens	Website
2418	I am in total favor of the gondola and the less impact it has on LCC. I don't believe a toll booth or extra busses will solve the problem at hand.	Brett Thompson	Website
2419	I'd love to see the gondola. It's a good way to alleviate traffic on the roads without making a huge environmental impact. And could potentially pay for itself over the years.	Jared Bovee	Website
2420	I support the gondola in little cottonwood canyon	Ryan Cook	Website
2421	Widening the road would seem like a better option, also additional parking at the top, near the resorts, if possible.. Parking at the bottom then taking the Gondola is just a time killer. Just put your self in this position, wouldn't you rather be in your personal vehicle and park closer to the resort even if you had to walk a bit.	CARLOS MATAMOROS	Website
2422	A gondola would be such a great solution! I totally support it. I would like to address the increase in noise from motorcycles and small cars that have very loud mufflers. A lot of us live not far off the main canyon road and when they decide to rally the noise wakes everyone up at night or naps in the afternoon.	Marissa Miller	Website
2423	I would also like to ask what is to be done about the speeding at the top of Storm mountain slid area, in front of the Maxfield lodge and on up, the motorcycles, bullet bikes, and cars speed along there, it is very lucky no one has been killed pulling out of the parking areas or driveways Thank you, Mike Jager, Maxfield lodge Caretaker	Mike Jager	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2424	It seems the options 1 and 2 are the only viable options. The snow sheds seem to be essential in providing a safe commute to all those who work in and visit lcc. Given the increase in visitation the road widening seems like a good additional option to keep the canyon safe and an enjoyable place to visit as our valley continues to grow at such a rapid rate. The idea of a gondola seems absolutely frivolous. Please please please do not put a gondola up the canyon. Although little cottonwood canyon is full of amusement it should not be transformed into Disneyland. That would be a damn shame. Thank you for taking time to hear comments from the public.	Sarah Scott	Website
2425	Preserving Utah's natural beauty and providing proper transit infrastructure is key to continuing to support tourism in Utah. The Gondola provides the best of both worlds.	Madalene Caldwell	Website
2426	I think the Gondola is a great option. Better for traveling in the canyon during the winter, better for the environment, and it's fun and aesthetically pleasing as well!	Hillary Straga	Website
2427	My vote is for the ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD Even though it costs the most. I think it has the most benefit in the long run.	Jessica Van Norman	Website
2428	My vote is for the ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD.	Owen Van Norman	Website
2429	I do not see how this will not create a huge impact on the canyon. It will only allow more people at the same time. People will still travel by car and now they will have the ability to get even more people in. It will overcrowd the already crowded spaces.	Gretchen Fuller	Website
2430	The enhanced bus service with road widening is the best option. If you do not widen the roads and create a priority bus lane there will continue to be significant traffic delays for the buses, blunting their effectiveness as a transit option. If I knew a bus was coming that would get me onto the hill in ~30min I would take that every day! But if I knew I had to sit in traffic in a sweaty box full of strangers for an hour or potentially longer NO WAY! Also the Gondola thing is a joke. Please don't do that.	Koby Elias	Website
2431	What a wonderful way to preserve the canyon & reduce emissions/ traffic!	Jordan Killilay	Website
2432	The gondola option is by far the best option environmentally, time to completion, overall convenience, amount other things. Expanding the roads will only make the issues in the canyon worse and force canyon capacity earlier in the day.	Thomas Budd	Website
2433	This would save zo many accidents, time, & the air quality would be much better!! As a frequent snowboarder pls make this happen!!	Sarah Waugh	Website
2434	Gondola! Let's stop congestion in the canyon	Sam Naatz	Website
2435	Is there a reason that a tunnel up and down from the Boring Company by Elon Musk hasn't even been considered? It would solve a lot of the issues the road creates, and be incredibly efficient as well as completely electric. There was a very well written facebook post about this that I saw just recently.	Leo Epstein	Website
2436	Gondola all the way! This is what Utah needs for the crazy traffic	Ryan Cronin	Website
2437	I support the gondola. It is the best solution!	Madison Cronin	Website
2438	I support the enhanced busing options. I believe the goal should be to minimize environmental impact, and to that end, I believe the gondola idea should not be pursued whatsoever. Either busing option looks to be an improvement to the current situation, but either way there needs to be other mechanisms introduced to increase bus ridership and decrease car traffic. All personal motorized vehicles should be charged a toll to drive up the canyons, and efforts need to be taken to make taking the bus more convenient, easier, faster, and cheaper than driving your car. If the busses are not more convenient and driving is still a viable option, people will not use the buses, even if they run more often. In order to truly reduce vehicle traffic, more needs to be done to discourage this and encourage bus use. Simply offering more buses will not alone encourage their use.	Morgan Millar	Website
2439	A gondola up little cotton wood would not only be an asset during the winter to off set traffic, it could also have positive climate impacts, and may attract more tourism. It would be epic!!	Belle Weed	Website
2440	I prefer the gondola option with a large parking structure at the base of the canyon. It will be a wonderful scenic ride to Snowbird and Alta with the least impact on the canyon. It is the best option per dollar spent as well. Thank you!	David Montgomery	Website
2441	I support the proposed gondola. This will allow for safer and cleaner travel in our canyons and will provide a model for other mountain communities facing similar problems.	Tim Kofeod	Website
2442	Please choose the gondola option as an attractive solution to the avalanches and traffic! Most people, especially infrequent weekend skiers view busses negatively and increased road size would produce a negative environmental impact	Nathaniel Shepherd	Website
2443	I'd like to voice my support for the gondola option!	Michelle Wood	Website
2444	The gondola option with the developer proposed La Caille terminus really seems like the best solution. Additional busses without dedicated lanes offer little to no incentive to ride the bus. The dedicated lane idea is too expensive. The gondola as proposed by UDOT would be a failure. No one wants to park somewhere far away, then ride a bus to the gondola. For 16 years I have lived in our home two blocks east of Wasatch smack between both canyons . Getting onto Wasatch blvd during ski season is problematic [and dangerous] as things stand now . I am not in favor of a 4 or 5 lane road with greatly increased traffic , pollution and noise . Environmental issues also need to be addressed . Surely there can be other options for busses without making room for more cars and trucks . Also consideration for loss of residential homes and decreased property values for many . Hopefully good minds can consider better alternatives to bigger roads .	Shad Pulley	Website
2445	For 16 years I have lived in our home two blocks east of Wasatch smack between both canyons . Getting onto Wasatch blvd during ski season is problematic [and dangerous] as things stand now . I am not in favor of a 4 or 5 lane road with greatly increased traffic , pollution and noise . Environmental issues also need to be addressed . Surely there can be other options for busses without making room for more cars and trucks . Also consideration for loss of residential homes and decreased property values for many . Hopefully good minds can consider better alternatives to bigger roads .	Don Swaby	Website
2446	First of all, to use any of the three options, as seniors, it would be difficult for us to carry all of our ski equipment on to busses and/or gondolas and then have to walk to the Albion Lodge carrying all of it. However, of the three options, I believe the enhanced bus with roadway widening would be the better option. The other two options would almost double the time to get up the canyon at this time. From our house it takes 20 minutes to get to Alta Albion lodge by car. With the other options, it would take much longer and would probably drop us off at the far end of the lot. I would hope that some cars would still be allowed to drive up the canyon, at least early in the morning.	Pamela Wims	Website
2447	A gondola using private and public lands to allow the parking and mobility of the workforce and providing tourists the options they need to utilize the area. If I can drive easier than "ride" nobody is choosing riding in our fast paced society. I work full time in the industry and premium parking and enough parking to make the difference is the only viable option. When I worked at Snowbird over 25 years ago there were issues... skier visitation is up significantly in the 25 years. Save the canyon, provide the community of SLC a true ski in ski out option and let them park and ride to the resorts. Canyons Village at Park City Mountain is using this concept at their cabriolet... riding those few minutes to then enjoy the rest of your day, leaving parking nexus of frustration and rage behind. Partnering with the private sector to have the perfect scenario is the only way the gondola works. Very few will bus to gondola?... the regular work force possibly but not a lot of tourists who spend tens of thousands on their mountain vacation are going to park and ride to another park and ride... the canyon will continue to be abused. Find enough private land to allow ample parking, ease and a lifestyle we've all been dreaming about since we were kids... thanks for the efforts and consideration. Snowbird is grateful for the efforts of the Utah Department of Transportation in finding a solution to the transportation challenges of Little Cottonwood Canyon. Snowbird is supportive of gondola, and specifically the Gondola Plus La Caille Base Station option, as a means to safely and efficiently move people in Little Cottonwood Canyon. While the Cottonwood canyon ski resorts have utilized ski bus for decades and continue to invest in this means of transportation, the bus is vulnerable to all of the same weather-related issues that inhibit travel for personal vehicles. Gondola is the safest, least-polluting, least-impactful, highest-capacity, revenue-generating transportation solution under consideration in the UDOT Little Cottonwood Canyon Environmental Impact Study. The Gondola Plus La Caille Base Station proposal also reduces traffic on Wasatch Blvd., includes important parking at the gondola base station and will better accommodate bus travel between transit hubs. Snowbird believes we need to set more aggressive goals for vehicle reduction in Little Cottonwood Canyon and has stated publicly many times that we do not believe cars are the transportation answer in a canyon with 64 avalanche paths, averages 500 inches of snow per winter and receives 2 to 3 inches of snow per hour during big storms rendering the road impassable for many vehicles. Recent vehicle travel reductions related to COVID-19 have illustrated the immediate impacts less driving can have on the Wasatch Front air quality. The Carbon dioxide (CO2) emissions generated from transportation up Little Cottonwood Canyon are significantly reduced by using the Gondola. Carbon dioxide emissions are reduced by 56% or 47,000 pounds from the Gondola running 12 hours a day, as compared to 3,500 cars per day traveling the canyon. For local air quality issues and associated pollutants, the gondola option greatly reduces the amount of Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC). As the energy from Rocky Mountain Power to run the Gondola is consumed outside of the Wasatch Front, there are zero pollutants generated locally from the gondola, and therefore NOx, PM 2.5 and VOCs are removed from the atmosphere, as compared to the daily pollutants that are generated locally from the tailpipe of the thousands of cars that travel the canyon. Constructing an additional lane on SR 210 would have major impacts to the environment of Little Cottonwood Canyon. Similarly, while we do not dispute the safety implications of building snow sheds at three of the major slide paths, we remain concerned with the remaining 61 avalanche paths in the canyon and the construction implications and permanent impact of building massive concrete structures in the canyon. Gondola results in fewer vehicles in the canyon and on Wasatch Blvd, thus reducing the incidences of multi-hour traffic delays resulting from vehicle traction issues. The last two winters we have seen countless occasions of traffic halting completely in Little Cottonwood Canyon due to improperly equipped vehicles sliding off the road and stopping traffic. Buses are susceptible to these same traffic issues. Whether it's the July 2019 land slide that trapped guests and employees in the canyon or this past winter's 2.5-day road closure that forced guests to miss flights and remain interlodged for two days with approximately 300 Snowbird employees sleeping on the floor for two nights, SR 210 operates at the whim of Mother Nature. Current gondola technology functions in high winds and accommodates large spans with towers placed where there are no avalanche risks. Safe ingress and egress, regardless of weather conditions, is paramount in the solution for Little Cottonwood Canyon transportation. The need for year-round utility of the transportation solution picked by UDOT is critical. Hundreds of vehicles are parked on the roadside at every trailhead this summer. Utah's growing population is increasingly turning to nature and we need to provide transportation that doesn't involve private vehicles. UDOT should give careful consideration to the alternative Gondola Plus La Caille Base Station gondola proposal featuring a parking structure west of SR 210 that is at grade and an articulating bus circulation proposal ferrying passengers between major parking centers at the Gravel Pit and 9400 S. and Wasatch Blvd. This proposal would dramatically reduce the amount of private vehicle traffic on Wasatch Blvd and in Little Cottonwood Canyon. Thousands of people take scenic rides with no ski equipment on the Snowbird Tram. This would be true with a Little Cottonwood Canyon gondola as well and generate important operating revenue when combined with tolling. Gondola is a long-term transportation solution that is cost-effective, clean and efficient. It is the best means to provide safe transportation to year-round visitors while having the least physical impact on Little Cottonwood Canyon. Snowbird is committed to improving the environment, safety, and healthy recreation in Little Cottonwood Canyon. The gondola solution achieves all of these objectives. As a company partner, Snowbird is evaluating a conservation easement on the north side of the canyon, including Mt. Superior, as a public amenity to demonstrate our commitment to the gondola solution.	Corby Egan	Website
2448	Whether it's the July 2019 land slide that trapped guests and employees in the canyon or this past winter's 2.5-day road closure that forced guests to miss flights and remain interlodged for two days with approximately 300 Snowbird employees sleeping on the floor for two nights, SR 210 operates at the whim of Mother Nature. Current gondola technology functions in high winds and accommodates large spans with towers placed where there are no avalanche risks. Safe ingress and egress, regardless of weather conditions, is paramount in the solution for Little Cottonwood Canyon transportation. The need for year-round utility of the transportation solution picked by UDOT is critical. Hundreds of vehicles are parked on the roadside at every trailhead this summer. Utah's growing population is increasingly turning to nature and we need to provide transportation that doesn't involve private vehicles. UDOT should give careful consideration to the alternative Gondola Plus La Caille Base Station gondola proposal featuring a parking structure west of SR 210 that is at grade and an articulating bus circulation proposal ferrying passengers between major parking centers at the Gravel Pit and 9400 S. and Wasatch Blvd. This proposal would dramatically reduce the amount of private vehicle traffic on Wasatch Blvd and in Little Cottonwood Canyon. Thousands of people take scenic rides with no ski equipment on the Snowbird Tram. This would be true with a Little Cottonwood Canyon gondola as well and generate important operating revenue when combined with tolling. Gondola is a long-term transportation solution that is cost-effective, clean and efficient. It is the best means to provide safe transportation to year-round visitors while having the least physical impact on Little Cottonwood Canyon. Snowbird is committed to improving the environment, safety, and healthy recreation in Little Cottonwood Canyon. The gondola solution achieves all of these objectives. As a company partner, Snowbird is evaluating a conservation easement on the north side of the canyon, including Mt. Superior, as a public amenity to demonstrate our commitment to the gondola solution.	David Fields	Website
	Sincerely, Dave Fields President/GM Snowbird		
2449	I support the gondola and widening wasatch.	Bryn Jorgensen	Website
2450	Gondola, Gondola, Gondola. the best alternative!!!!!!	Mark Paterson	Website
2451	Gondola is the best option.	Shawna Paterson	Website
2452	Gondola	Sam Peters	Website
2453	I am a resident of Top Of The World Development in Cottonwood Heights and I support the gondola solution.	Erica Moore	Website
2454	I support the gondola for little cottonwood Canyon.	Andrew Poulos	Website
2455	I support the gondola option as it would have the least impact on the existing infrastructure and clear up the road way for other winter travel than just to the ski areas - alternatively a rail link to the ski area would be a good option.	matthew morriss	Website
2456	My opinion is that the proposed gondola up Little Cottonwood Canyon is the best option. It would have far less environmental impact. It would make the canyon assessable and safe, eliminating so much potential for traffic accidents. I feel it would add value, convenience and safety to the overall canyon Experience. Tourist and locals will love it!	James Lokey	Website
2457	I have been skiing LCC since 1956. I recommend the LaLaille Gondola option.	Richard Marriott	Website
2458	Do not increase the number of traffic lanes at this time. Don't do anything to increase vehicle capacity on the roads. The resorts in Big and Little Cottonwood Canyon do not have the capacity for more parking. Until the resorts can handle more people and vehicles, increasing vehicle capacity on the roads will only create a more drastic bottleneck to the resorts.	Brian Merrell	Website
2459	I am an employee of Snowbird. I feel as if the gondola would make my job and life easier as far as commuting to and from work five days a week, sometimes more. In peak traffic I've waited two hours in line trying to get home. I feel like the gondola overall would have less impact on the environment and over time make things better, more enjoyable and safer in Little Cottonwood Canyon. Thank you for considering my comments and everyone else's as well.	Scott Croft	Website
2460	My vote is for the gondola system. Several additional issues should be addressed at the same time: The two parking areas are too small. Security at the parking areas. Mass transit access to trailheads. Summertime use. Big Cottonwood Canyon needs to be included - alot of traffic will come to BBC as LLC becomes more personal vehicle unfriendly. Tolling system for both canyons. Thank you	Ulrich Brunhart	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2461	We live in a world renowned ski destination. Let's put in a world renowned gondola. Busses will have traction issue and just will add more cars the the canyon. Gondola option would be amazing!	Alex Falkenstein	Website
2462	I support the gondola project. I am resident nearby in Millcreek and visit the both canyons year around. During the study period and construction period I would support mandatory 3 or more car pooling during peak times, small parking fees at resorts, and a canyon fee like Millcreek canyon has.	Ben Lowry	Website
2463	I support the gondola and the La Caille base station to improve transportation in LCC. Thanks!	Nikki Gillies	Website
2464	Great solution to help reduce congestion in the canyon . Will the parking garages be large enough ? Or is this supplemental parking	Kevin Boyle	Website
2465	Yes for the gondola	Kevin Boyle	Website
2466	I am submitting a comment that I am strongly in favor of the proposed Gondola Plus La Caille Base Station as a solution to the traffic and environmental problems associated with SR210. I work for a HVAC company that serves Snowbird and frequently travels SR210 for both business and pleasure. Over the last 18 months, I have made dozens of trips in all kinds of weather conditions. During the ski season it is a nightmare getting to and from Snowbird because of the heavy traffic and road conditions. It is my opinion the Gondola will provide not only easier, safer travel, but also improved air quality across the Wasatch front.	Mack Moulton	Website
2467	I think the gondola option is preferred, especially if the new lacaille facility is approved. The road is busy even on days with no avy work and if widened we just create more cars going up and requiring more land at the resorts for parking, shifting parking to the base at the canyon and riding the gondola is much preferred, and less visibly intrusive compared to sheds and wide roads.	Tyler Carlton	Website
2468	As a member of the Big Cottonwood Community Council and the Mountainous Planning Commission, I will not support any plan that does not include both canyons (LCC and BCC), allow in BCC for as much or more summer traffic as winter traffic (it's not just about skiing) and stop at trailheads in the summer. Thanks for listening.	Brooke Derr	Website
2469	I strongly support the idea of an overhead gondola. Thanks	Peter Schory	Email
2470	I don't think a gondola would help the problems LCC has. It would add waste to our drinking water while building it. A better solution would be to run more buses and more frequent. As for a toll, maybe for the cars less than two I can see.	James Wilson	Website
2471	As LCC employee for over 40 years, this gondola is the best solution to this long time problem. We need this to happen, it's way overdue! Thank you	Annamarie Borgione	Website
2472	All for it!!	Matthew Gillies	Website
2473	I am not in favor of the gondola option. It is to focused on getting people to the resorts and not on whole canyon use. I am in favor of the long Snowsheds without berms and increased bus options. As well as the Alternating lane wasatch blv option The gondola will bring more people to the canyon just because it will be an attraction in itself. Adding another tourist attraction to the canyon seems to be not in line with dealing with crowding. Lets start with buses and snowsheds. If a gondola is needed it should be put up between Snowbird and Alta. A gondola starting at Creekside and going to Alta would allow people to park and or get off the bus at more option once they get into the canyon	Jason Malczyk	Website
2474	I feel a gondola is a great solution to the traffic congestion in Little Cottonwood Canyon. I have been driving this canyon for over 25 years and it has gotten considerable bad over the past few years. I gondola will help in not having so many cars traveling a challenging canyon.	Kyle Quinn	Website
2475	Gondola is the only way to go, more bus in this new world doesn't cut it, and they go off the road every time it snows anyway. Gondola running year round, with parking by La Caille.	Frederic Barbier	Website
2476	I support both the gondola and enhanced bus option with widened shoulder for bus only traffic.	Joseph Biskupiak	Website
2477	I am opposed to widening Wasatch Blvd. I have lived in this area for 40 years and we all need to SLOW DOWN. UDOT needs to lower the speed limit not widen the road with promotes increased traffic, speed and congestion. Stop the Madness! The beauty of both Big & Little Cottonwood canyons needs to be protected for everyone, now and in the future. We need common sense to prevail in making decisions that cannot be undone. Jill & Woody Blevins	Jill Blevins	Website
2478	I support the gondola and have heard about the la Caille base station.	Marc Liebmann	Website
2479	I am in favor and I like the lacaille option	Barbara Fields	Website
2480	I have lived here on Top of the World Drive for 10 years almost. It was a pleasure when we first moved in but over the past few years the traffic has gotten to be out of control. These are neighborhoods that this road goes through and I think it would be surprising if 10% of the residence that live near this road want any widening, addition to or increased speed on this road. The ski resorts should be funding this project themselves and since there are options to leave the roads residential and slow speed with Gondola's or bus lane.	W David Meiling	Website
	Support the Enhanced Bus option with a shoulder lane for buses.		
	Very strongly oppose the Gondola option!		
2481	Enacting the gondola option would begin the end of Alta. Alta and Little Cottonwood Canyon is a very unique environment. There is no reason to destroy it for the sake of what. There are many large ski areas for those who find them desirable. There are precious few if any other Altas.	Norm Harris	Website
	Thank you for listening.		
2482	Please choose the gondola option for improving access and decreasing traffic in little cottonwood canyon.	Ladd Tanner	Website
2483	This would be amazing!!	Lucio Oliva	Website
2484	Do the gondola! Save the canyon and help emissions!!	Dagny Brickson	Website
2485	Gondola would be amazing	Cj Call	Website
2486	I support the gondola answer	Charles Fields	Website
2487	The gondola approach is such a breath of fresh air!!! I'm very excited that UDOT would entertain a sustainable long term solution for all of us that use and enjoy the canyon. This is such a forward thinking approach for all of that live in SLC and look towards reducing carbon emissions-Great job!	John Paulsen	Website
2488	the gondola option would be best to minimize impact on the environment and reduce buses and cars getting stuck or sliding off the road.	John Arslanian	Website
2489	Gondola option best to reduce environmental impact.	John Arslanian	Website
2490	Build the gondola!	Jeff Allen	Website
2491	The La Caille seems to be the best option. Please implement this as more cars are not the solution!	Kathryn Szczotka	Website
2492	I support enhanced bus service	Ira Mitchell	Website
2493	Please consider the gondola as a good solution for little cottonwood. It will help with the increased traffic that I have seen in my 30 years of going up to Alta. Would be great to have a second parking spot gather up the canyon from the bottom so that everyone does not need to take the bus to the gondola, it will encourage more gondola riders.	Mike Katz	Website
	I propose that any wedding planner/photographer whose party is off-trail lose privileges for 2 years.		
2494	Planner/photographer should buy a permit and submit a photo of self.	Ira Mitchell	Email
	Encourage your followers to photograph such parties seen off-trail trampling flowers and submit to you.		
2495	Utilize the busses. They are the flexible alternative. dHow many skiers and how long a season? Maybe make a deal with the parks in southern Utah to use them during their high season. Last year COVID cut the season short. Will climate change make that happen slowly over the next decade or so? A high capacity arial tram would then be an overbuilt solution; a lot pf expensive technology way under used, but still a debt to be paid.	andy White	Website
	A gondola line through the heart of the approach would be a detractor from the "natural beauty" experience that is being touted by Alta and the resorts for summer visitors.		
2496	I support gondola and I have heard of the LA Caille base station	Hayley Smith	Website
2497	I have very mixed feelings. I think the best long term option is probably the Gondola, especially if it incorporates the La Caille base station. I think it might be the thing that is most likely to get people out of their cars. However, I also wonder if, in the next 15-20 years we will finally see driverless cars truly become a thing. Then this "wireless gondola" might be able to use the improved road/snow shed option and have the same impact. We would still want the high quality base/La Caille parking to eliminate private vehicles/transfer into the wireless gondola car.	Marta Heilbrun	Website
2498	I support the Gondola	Bernard Pierson	Website
2499	We think the gondola is the best option, and hope that handicapped access will be taken into consideration, both in access to gondola at base station and ease of getting to slopes from the gondola. Thank you for all the info.	Gail and Eugene Farkas	Website
2500	I support the gondola! I've been saying it for years. Especially as an employee that needs to get up there to do my job.	Heather Warnock	Website
2501	Very much in favor of the gondola. I feel that the environmental impact on the canyon on a daily basis would be so much less than the buses. I also feel that it is emblematic of a progressive approach to transit. The skier would feel that their ski day would actually start the minute they board the gondola	Sean Hansen	Website
2502	I am writing in SUPPORT of the gondola project for Little Cottonwood Canyon and would like to know more about the proposed La Caille base station. A gondola project is much better for the long-term health of the canyon.	Sean O'Brien	Website
2503	I would like to express my support for Enhanced bus with roadway widening. I believe this best meets the needs of LCC (faster time for us to get up the canyon, better stop options). To have a gondola I believe will cause permanent harm to the LCC I have enjoyed for 40 years, and opens a door to a path that will result in the destruction of what makes LCC so special.	W Harris	Website
2504	Great idea! All weather solution.	Stephan Habif	Website
2505	Radical problems take radical solutions. Non-residents/workers all pay a toll when going up LCC, but have access to electric busses/trolleys at not additional cost.	Nick coletti Coletti	Website
2506	Way behind the times should have installed mass transport up canyon 30 years ago	Tina Bovine	Website
2507	Yes!	Breann Christopherson	Website
2508	Sounds great!	Nathan Thompson	Website
2509	Love this idea!	Alyson Jewell	Website
2510	Yes!	Larry Taylor	Website
2511	Great idea!	Gary Christopherson	Website
2512	Having recently traveled in Switzerland, I was so impressed with their transit solutions to their ski resorts. Given the geography of our canyons, I strongly favor the gondola option. I am a skier, a hiker, and very environmentally-minded, and I really think the gondola is the most forward thinking (and environmentally sound) approach. Enhanced bus service just seems like a bandaid, and I suspect has a much bigger carbon footprint. I am just so glad this is being addressed, and I hope Big Cottonwood is not far behind!	Robert Orme	Website
2513	A gondola in Little Cottonwood Canyon will solve traffic issues, protect air quality and could be an attraction for residents and visitors to enjoy one of Utah's most scenic areas year-round. I do support combining expanded bus service along with a gondola, that will allow more local access to trailheads throughout the canyon including the Grit Mill and White Pine.	Melissa Fields	Website
2514	I prefer the gondola option. They are a very safe, modestly inexpensive, environmentally conscious, fun, and enjoyable way to move a lot of people. I'll just drive if you add more busses.	Brent Carmichael	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2515	I agree with position of Friends of Alta that the Gondola will only increase overuse of LCC and therefore is not the correct solution to the traffic problem. I agree with designated bus lane as the best alternative - and also perhaps the most expedient and quickest solution to implement	Jim Struve	Website
2516	There are places at the base of Little Cottonwood Canyon where the gondola could start and you can have parking lots. Multiple large Open Fields are available. You can see them if you hike Bell Canyon and look down at the base of Little Cottonwood Canyon not to mention the huge hill that used to be owned by one man and I think the county bought it right at the base of Bell Canyon. It doesn't make sense the bus people all the way over from Big Cottonwood to Little Cottonwood.	Michael Christopherson	Website
2517	I do not believe that more car lanes will help reduce traffic, rather it will bring more cars and congestion. These six lanes planned near the Gravel Pit still have to condense to two lane roads. Creating a highway will bring highway traffic. Roundabouts in high traffic areas are not helpful, the focus should be on reducing individual vehicles and thus improving accessibility! Keeping a focus on individual vehicles is unsustainable and environmentally devastating. Rather than having bus lanes, cut out bus STOPS to reduce more traffic and pavement. I do believe that slower speeds (30-35) are extremely important and that the area south of Fort Union should be designed like south Wasatch in Sandy with slow speeds and natural curves which improve safety for residents and allow for safe pedestrian and bike use. There is just no reason for high speeds in this area. Please, Please, Please focus on CLEAN public transportation that is affordable and truly thought out to decrease congestion and that people Want to take.	Leah Tosches	Website
2518	Thank you so much for your attention to peoples comments, I hope that you take them into consideration. I think the gondola would be the best choice.	Ben Roger Allen	Website
2519	I "grew up" at Alta in the 1960's and have made return visits over the years. The volume of traffic on the road and on the hill has become unpleasant. Watching the red snake of tail lights leaving Alta at night has apparently become the norm. The pressures that the volume of outdoor enthusiasts have put on the canyon will continue, regardless of the mode of transport used to get them there. Busses could reduce the number of cars, if there were to be a policy to keep personal vehicles out of the canyon. Maybe create a new revenue source by implementing hefty parking fees at the area for personal vehicles. Busses can be removed from the road at the end of the day. Gondola towers would mar the view for a long time to come.	Mercedes Gotwald	Website
2520	Such a unique, environmentally friendly ideal!	Andi Vuksinick	Website
2521	I think the Gondola is the only clean alternative. More road equals more cars. Keeping the road clear for service, and emergency vehicles, maybe busses, and residents is preferable to any other alternative	Steve Shlansky	Website
2522	As an avid skier, I am so happy to see the efforts to improve canyon traffic. I would prefer the option of expanding the lanes in the canyon and adding enhanced buses. It will cost a bit more money than the gondola option but it takes the same amount of people up the canyon. I also really think it would be helpful for the bikers who enjoy biking the canyon in the summer. Right now the shoulder of the road is very dangerous.	Michelle Bushnell	Website
2523	It seems like a train that stops at trailheads on the way up is the best option	Scott Livingstone	Website
2524	As a longtime, seasonal resident of LCC, it is abundantly clear that a gondola would be the best, cleanest and most efficient long term solution to the current congestion crisis. While it may seem radical to some, this is the moment when we must recognize that the canyon cannot support increased vehicular traffic. The gondola is an elegant solution to an intractable problem.	Judith Klinger	Website
2525	Before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. And the EIS really should consider LCC and BCC given the close relationship between the two. Considering LCC alone will undoubtedly lead to unintended consequences in BCC. I like the concept of expanded bus service without widening LCC road the most out of the current options, but still think that without a proper capacity study, we cannot truly choose the right alternative. I think the EIS has a number of short-comings that also need to be discussed more before any decisions are made. These include: <ul style="list-style-type: none"> • The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. A truly efficient, usable transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. • There is very little discussion of the needs of non-ski resort, dispersed users and how they will get to trailheads, including the very busy White Pine. • What are the annual costs of operating any of these options? • There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS. • There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use. • There is very little/no mention of tolling – or paid parking – on vehicles, though the Utah legislature specifically allocated considerable monies to UDOT to consider tolling. • The EIS provides no rationale for UDOT's winnowing of 35 different options to these three. • Volume – the alternatives in the EIS will only carry about 1/3 of those people heading up LCC. This means that 2/3 will still be on the LCC road, so how do these solutions make any sense if they will not help alleviate the traffic issue currently plaguing LCC and the surrounding Sandy and Cottonwood Heights communities? • With regard to the gondola, which seems to have a lot of support despite this being an "objective" process, there is also a lack of detail regarding summer use, fees, schedule, how LCC road will be used (tolls?) and improved (snowsheds?), if buses would still run, not to mention ignoring the inconvenience of using the gondola (which will be at least a three-step process for getting up the canyon that will undoubtedly discourage many people/families), congestion at the mouth of LCC, timeline for implementation and the concept of it being a tourist attraction/marketing gimmick. <p>UDOT is faced with an opportunity to make a major, once in a generation decision regarding the use of Little Cottonwood Canyon. I think the process as currently laid out has a number of issues that must be addressed before any informed decisions can be made.</p>	Chris Adams	Website
2526	As a longtime, seasonal resident of LCC, it is abundantly clear that a gondola would be the best, cleanest and most efficient long term solution to the current congestion crisis. While it may seem radical to some, this is the moment when we must recognize that the canyon cannot support increased vehicular traffic. The gondola is an elegant solution to an intractable problem.	Judith Klinger	Email
2527	Thank you, Judith Klinger The Lodge at Snowbird The key to any transportation is public acceptance. The cost of simple bus transportation at present keeps people from riding the bus in numbers that would reduce congestion. Further, the gondola would only be utilized on days when road traffic is difficult because of the cost. At max that is only about 20 or so days a year. Unless parking would be almost free, people would park elsewhere and ride the bus to the gondola. The loading/unloading from a car to a bus inhibits most people from riding the bus at present. Adding an additional load/unload cycle would discourage most from riding on any other than critical snow days. Finally, there are other uses of the road in LCC. Those users would not find the gondola useful in any situation. In summary, I support the increased really low cost enhanced bus transportation option rather than a gondola based solution. Bus fees need to be reduced to almost zero to encourage ridership and parking fees need to be instated at the resorts. The result will lead to increased ridership on buses reducing canyon traffic. Larry Swanson	lawrence swanson	Website
2528	The primary objective should safety: of the people driving on Wasatch Boulevard as commuters, and of course safety of the skiers traveling to the ski resorts in Little Cottonwood Canyon during the winter. Decrease the speed limit, there is no reason to increase the speed limit once cars exit Little Cottonwood Canyon. Widening the road as proposed does nothing to improve safety when the canyon is closed. I think your idea of widening the road is asinine. Close the canyons to cars in the morning except for handicapped individuals and require the skiers to bus to their chosen resort just like they do in other states where traffic is an issue. The traffic is not an issue in the summer.	Ross Hinman	Website
2529	Expanding the roadway will ruin the area. More road space does not fix traffic, and another alternative should be considered.	Maygen Richardson	Website
2530	Please consider using buses only for canyon transportation in the winter. ("Enhanced bus service" is the term I keep seeing.) Any chance the ski resorts can pay for part of this instead of just from us, the local taxpayers? Also, please consider a bus only service in the summer in both LCC and BCC for the immediate future or a toll booth.	MaryEllen Johnson	Website
2531	Gondola is a much needed transportation system for Little Cottonwood Cyn. totally in support of the Gondola plan. This has been needed for several years to save energy and reduce pollution. This project would also give greater access to people not able to access the canyon by cars.	Jerry Giles	Website
2532	There is a huge gravel pit at the mouth of the canyon. Why don't we obtain the gravel pit, use it as a massive parking lot, and only allow buses up the canyon for ski season. There is no reason to create a freeway and destroy our small community when this is an option. Make the resorts pay for the upkeep and maintenance. It's not fair that citizens should pay Do resorts can make money off of our of town visitors. My taxes go up every year and it's getting crazy.	Virginia Prowse	Website
2533	I think the gondola plan is a great idea that will have minimal impact on the canyon yet still move a great number of people up the canyon to their ski destinations much quicker.	Christina Simmons	Website
2534	To whom it may concern: I am writing to share my support of the LaCaille Base Station. My family and I travel to little Cottonwood Canyon multiple time a year from Michigan. Anything that can be done to help ease the traffic pressure on the canyon would be extremely helpful. From the research I have done, the LaCaille Base Station is by far the best option. Best Regards Tim O'Brien CertainTeed Corp.	Tim O'Brien	Email
2535	The longer-term and, in my view, more thoughtful solution is a train or light rail. Absent that option, gondola is the more prudent, thoughtful option. It gets cars, buses and people off the road and over the long-term has less carbon footprint.	Shawn McMillen	Website
2536	I support the La Caille based Gondola options for the environmental impact current traffic has and for a safer commute. Paving LCC is not good stewardship of this already delicate canyon.	Tyler Phillips	Website
2537	I support the gondola / La Caille base station. Many studies have shown that more highways equal more traffic. This phenomenon is known as induced demand. See The Fundamental Law of Road Congestion: Evidence from US Cities: https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616	Jeremy Levy	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2538	<p>Thank you for allowing for comments to the plans. I have the following comments for your consideration: Enhanced Bus - No additional Roadway Capacity in LCC - 1) I would like to understand the Highland Drive Mobility Hub better and what impact it would have on 9400 south above Wasatch Blvd. It appears to me that busses coming up from Highland drive would need to continue up 9400 to the mouth of the canyon. Would this require widening of South Little Cottonwood Road, now or in the future. Frankly I don't see how you could improve the flow of bus traffic without widening the road. Enhanced Bus with Road widening for peak Period - 1) It would appear that the only real difference between the first and the second is the addition of road widening. Given that I am still wondering about the access up the canyon from the mobility hub at highland and the need to widen the road on South Little Cottonwood. I do not see how the times would basically be cut in half without widening that road as well. What provisions are being made for that if any? Gondola with bus from mobility hub. - 1) if I understand correctly you would only be using one Mobility hub the one to the north at the Gravel pit - Why? Why not use both. I understand that your argument is that you want traffic to use I-215 and the gravel pit. However, many come from Utah County and get off the freeway starting at the point of the mountain and then hit every exit between there and 9200 south. I think that unless you include the ability for a mobility hub at highland you are not completely solving the problem for neighborhood south of 9400 south. 2) why not increase the size of the gondola to carry a high capacity to the resorts that would improve the response and delivery time. 3) do you not understand why you would not spend the additional 75 million for snow sheds in the canyon with the Gondola. 4) Have you considered additional sites for the location of the Gondola such as the tree farm that is accessible to Wasatch and north little cottonwood and would hold several thousand cars. It would also have good access to both highways.</p> <p>Finally some additional questions: 1. Why not put a gondola at the mouth of Big Cottonwood Canyon, run a line up to Solitude, Brighton and the do an interconnect to Park City and to Alta and Snowbird. This seems to be the most logical approach. It would solve several issues. a) it would eliminate traffic on Wasatch Blvd. b) it would reduce and or eliminate traffic from Park City (which I have heard accounts for between 20 and 30 percent of the cars in the canyon) c. it would provide alternatives for skiers who have been asking for an interconnect for years.</p> <p>My final comment, while it appears that we now have three alternatives it is unfortunate that we have only focused the attention on the access to little cottonwood canyon and have not looked at the bigger picture. I feel that we are ignoring opportunities that if the study area was more realistic and considered the larger problem overall we would have had additional options that would have solved many more problems than just the traffic congestion in cottonwood heights and along Wasatch Blvd. For example I do not see the traffic congestion problem being solved on South little cottonwood road, SR 209 in any of these options. Traffic in the winter backs up from the intersection to the past Wasatch Blvd. So I would like to see a more comprehensive look at the ski traffic congestion within our canons so that we can achieve a unified and comprehensive solution vs. the one an done approach that is being studied.</p> <p>I support the Enhanced Bus no additional roadway capacity in LCC over the Enhanced Bus with roadway widening. My concern with the widening of the roadway is the long term damage we will do to the canyon (note I am fine with widening Wasatch Blvd. and North little Cottonwood. Where I am concerned is past the electronic sign or mouth of the Canyon) and the environment. Based upon that I would support the Gondola at the mouth of the canyon or anywhere along the North Little cottonwood given that traffic congestion can be resolved and that snow sheds are added to the canyon. I frankly do not believe that we should proceed forward with any option that does not include snow sheds.</p> <p>Finally I do like the idea of reducing and eliminating traffic congestion on Wasatch Blvd. I also like the idea of removing as much traffic from SR210 or North Little Cottonwood. It would be nice to see some ideas for how to reduce traffic on South Little Cottonwood.</p> <p>Thank you.</p>	David Hart	Website
2539	I vote for the gondola option.	Stacie Skelton	Website
2540	I would vote to choose the first bus alternative. It's a shame that Ted Johnson's vision for cog railway wasn't accepted back when he proposed it in the early 1970s.	Ilona Fasselin	Website
2541	I support the gondola option for LCC. No matter what you do with the road in the canyon once it snows it becomes a parking lot. Buses still have issues with snowy roads or accidents on the road. The gondola would be effective snow or shine. I guarantee people don't want to come on a ski vacation and ride the bus, they probably would ride a gondola to the mountain though.	Kasey Carpenter	Website
2542	Love the gondola idea. Do it!	Greg Evans	Website
2543	<p>I had commented earlier, against a gondola. But I recently heard that there could be a 4th option, for a gondola starting near La Caille, with onsite parking. This would be vastly better! My main reason for not wanting a gondola before was because it would mean parking, catching a bus, driving to the gondola, then finally riding that gondola. That's too much, and since it involved a bus I figured why not just take that bus right up the canyon. But—if this new option is feasible—then I say we should do that!</p> <p>And as far as busses go, I figure we still need more incentives for riding, such as: - Provide free bus service. - Implement a tolling system for cars that would encourage people to take the bus. - Eliminate roadside parking in the canyon. - Maintain bus stops year around at key backcountry trailheads. - Find ways to give buses traffic priority.</p>	Chad Smith	Website
2544	I believe there would be much greater public acceptance of any of these alternatives if there were low cost lockers available at the resorts so that extra gear could be securely stored.	Fred Gruter	Website
2545	First of all, I am absolutely sure something must be done. In the only 12 + years I've been in Utah I've seen the traffic in the Canyons increase exponentially. The parking along roads - especially on weekends - is frightening. My preference is the bus service option without shoulder widening (except perhaps in designated stopping points.) I would definitely use this service if available. My second preference is bus service with shoulder widening. I am opposed to a gondola - that's too expensive and would also add more intrusive infrastructure to an area that should stay natural to the extent possible.	Anne Mitchell	Website
2546	I'm concerned that any road expansion work would destroy the roadside and Riverside bouldering areas that have made LCC bouldering world famous. Hopefully a plan can be put together that preserves these areas and maximizes traffic efficiency.	Andrew Butts	Website
2547	<p>Dear LCC EIS Team,</p> <p>Attached please find our formal comments regarding the LCC EIS Draft Alternatives Development and Screening Report.</p> <p>Sincerely,</p> <p>Laura Briefer</p> <p>SLCPU Director</p>	Laura Briefer	Email
2548	<p>I have been traveling on little cotton wood canyon for over 60 years, and I have been an owner of a condo at the Lodge at Snowbird since 1974. I have reviewed the alternative suggestions for relieving the serious congestion problems during the ski season, and I firmly support the gondola option, but not the one currently under consideration. More recently an alternative, referred as the LaCaille plan appears to offer many advantages over the current department of transportation gondola plan The LaCaille plan makes parking more convenient and it has a higher capacity. Please give this new alternate your consideration.</p> <p>Sincerely yours, George a Jedenoff</p>	George Jedenoff	Email
2549	<p>During the 2019/20 ski season while using UTA bus transit there were several low cost improvements I felt could be easily incorporated that would make bus transit a more desirable option. First I was appalled to see that external ski racks had been removed from the busses. This meant each rider had to board with their gear and hang onto it for the duration of the ride. This makes it difficult for elderly people. Second was that the loading station at the bottom of the canyon is no longer a stop. To take a bus up the canyon means you have to board back at the Fort Union shopping center. This makes for a long ride and should you be unfamiliar with the UTA system as a vacationer would be, you're left searching. Third, a small investment in lockers at each facility where a skier could leave their gear (with locker rental fee) for the day, week, or season. Current lockers are only open to season pass holders from what I was told. This would allow people to leave their boots and skies on the hill and busses less crowded with gear. Preferential parking for carpools and a carpool pickup point at the base of the canyon. The incentive of front lot parking may be enough to bring people together as well as the smart phone app that was in development last year to connect people to rides. Another carpool idea would be to hand out discount coupons or points to those arriving as a carpool and can be redeemed when making future lift pass purchases. I feel these above ideas in conjunction with expanded bus and road widening ideas could assist in alleviating some of the canyon congestion. Thanks</p>	Craig Adam	Email
2550	I love this idea. I would do this over driving.	Kenon Dohmen	Website
2551	I live in Sandy, south of Little Cottonwood and I use this part of Wasatch very often. I have been frustrated with the bottleneck with ski traffic many times. That said, what I am mostly concerned with is the safety of this area particularly to cyclists. Wasatch Blvd. is a destination ride for many road bikers and it is used by mountain bikers as well to get access to LCC. A large 50 MPH highway is not conducive to this unless protected bike lanes are put in place. Nothing in your fact sheets or story map speaks to bicycle safety which makes me think this was not a primary concern in the plans, especially considering the 50 MPH speed limit. Having more lanes is great, by why does the limit need to be set to 50 MPH and not 35 MPH? Again, I live close by and I drive this street frequently and I would much prefer to have the lower speed limit than to put cyclists in danger.	Ben Mabey	Website
2552	Build the gondola	Jeannette Singleton	Website
2553	I support the gondola	Stephanie Hyde	Website
2554	I support the gondola	Leslie Brimhall	Website
2555	A gondola would be a wonderful addition to our community	Brandon Porter	Website
2556	I think if you are raising the speed on the road it would be very appreciated from the cycling community to do a protected bike lane.	Michelle Conover	Website
2557	I'm concerned that your are only focused on increasing speed on the canyons at the expense of cyclists' safety. Drivers hitting cyclists is canyons is already a large issue.	Tia Dillman	Website
2558	I suggest having a protected bike lane on wasatch and large bike lanes in the canyons.	Sam Page	Website
2559	Please be more considerate of cyclists safety when redoing this road.	Devin Vernick	Website
2560	I'm a staunch proponent and advocate of alternative means of transportation up LCC. For the sake of the integrity of our beautiful Wasatch mountains, and the health of the present in the future it is imperative that this remains a top priority. I appreciate the effort that is going into this project, and I hope to see these transportation alternatives being proposed come to fruition in 2021. I support the full entirety of this proposal as it currently is.	Zac Barlett	Website
2561	The gondola is the best proposal, it is the safest, will have the least impact on the environment, and will help clear the air by reducing carbon emissions. It will give guests and employees a safe option for traveling to and from Snowbird and will eliminate snow nights or days with no in or out access because the road is closed.	Katrina Jensen	Website
	I like the Snowbird president idea of gondola from la Caille		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2562	<p>UDOT Leaders, Thank you for the very extensive work you have done in an effort to resolve the challenge of heightened traffic congestion during peak snow days at the Salt Lake Wasatch Front ski resorts!</p> <p>If I understand correctly, that congestion occurs about 30 days each season – probably 6-8 weekends or long weekends and the winter break for schools.</p> <p>I was not involved in the earlier stages of your deliberations, but I believe that UTA and the Forest Service were involved.</p> <p>1- I am very pleased that there is no plan to make either Little or Big Cottonwood Canyon a toll venue.</p> <p>2- I am very pleased that there is no plan to allow helicopters in either canyon, except possibly for air-lifting of severely injured people.</p> <p>3- The desire to ski at the four resorts will only increase over time, perhaps exponentially.</p> <p>4- It appears that there is no current or planned driver-friendly access road through the south end of Salt Lake Valley which leads easily, speedily and directly to Little Cottonwood Canyon, e.g., another East-West Interstate Freeway like I-80 or a Bangerter Highway. Do we need such a thoroughfare? But then the needed Park-n-Rides near the mouth of the canyon will wipe out entire residential neighborhoods and transform negatively the Little Cottonwood Canyon experience.</p> <p>5- In time – a decade or two – there will most certainly be a TRAX extension running east from the current major North-South Trax line to the mouth of Little Cottonwood Canyon. Of course, that's billions of dollars - all, one might say, for those 30 high intensity days of skiing. Has such a possibility been considered? Summer usage would likely also increase. ("If you build it, they will come.") Transportation once in the canyon will be by bus, either UTA or a private entity.</p> <p>6- I am perplexed that greatly expanded UTA or private bus service from a variety of locations in the valley is not among the options. Some current TRAX Park-n-Rides might need to be enlarged to serve as a hub. These UTA buses could transport skiers and others all the way to the various resorts in both canyons. Some of the buses would likely travel along Wasatch Blvd; others could come from major arteries in the Draper-Sandy area.</p> <p>7- I was greatly impressed at the effectiveness of the interplay between the University of Utah and UTA when I attended a football game two years ago. I picture greatly expanded UTA bus service and the ski resorts working similarly.</p> <p>8- Widening Wasatch Blvd. seems simply to exacerbate the problem of way too many vehicles in the canyons, along with their emissions, the likelihood of higher speeds and increased accidents, and the negative effects on the many neighborhoods and residents above and below the Blvd.</p> <p>Thank you for considering these idea.</p> <p>Respectfully, Craig Paxman Resident, Cottonwood Heights, Utah</p>	Craig Paxman	Website
2563	<p>Thank you for all your hard work to produce the LCC EIS Transportation Alternatives report! And thank you for taking my comments and answering my questions. I generally agree with and support your analysis and conclusions, but I see serious logistical problems with solving the mobility problems with bus service.</p> <p>1) There are many more aspects to reliability and safety than avalanches, trailhead parking, and winter roadside parking. While you may want your 'definition' to be artificially set and constrained, it does not make good sense to the layman. Other safety and reliability issues are traffic accidents, timeliness of public transit, lack of designated bike lanes, and road driving conditions. Car accidents are a common safety concern in LCC as the steep curvy road is often snow or ice-covered, or visibility is impaired by the weather. Can you show and analyze data on private vehicle, bus, bike, and pedestrian accidents on S.R. 210 in LCC? Why did you limit the reliability and safety definition and criteria to those few issues?</p> <p>2) Mobility in LCC is limited by many factors. There are many days when the weather turns bad in the afternoon and travel down the canyon takes hours even when there was no avalanche issue or mitigation. Mobility can be limited on the way up the canyon just by the process of checking vehicles for proper tires and 4 wheel drive. Vehicle backups are not just caused by congestion, as a single car or bus stuck in the lane of traffic will back up traffic. In my 2,000 trips up and down LCC to ski, what I often see are slowdowns due to unprepared vehicles, bad drivers, driving mistakes, spinouts due to excessive speed, mechanical breakdowns, poor visibility, icy roads, and snow-covered roads. The many causes of limited mobility do not appear to be addressed fully in the report. Can you show data on the number of days with decreased mobility in LCC broken down by root cause?</p> <p>3) It only takes one driver mistake, ill-equipped vehicle, or mechanical problem to completely shutdown the road to all vehicles for hours, or one white-knuckled driver in a blinding snowstorm to severely slow traffic down to a stop and go crawl. Don't you believe that all road-based alternatives on this steep curvy road, often with bad weather and road conditions, are unreliable and can limit mobility? Would emergency egress from the canyon be improved by having a gondola that is not limited to road conditions and accidents on the road?</p> <p>4) The concept of increasing bus transit by adding a bus-only third lane is fatally flawed. The LCC road is just too steep and curvy to have side by side traffic in bad weather. What I see happen is when there is snow on the road or bad visibility due to snow, the existing areas with three lanes turn into only two lanes. The white lines on the road become invisible in the snow. Most drivers are cautious and form a single lane of traffic. Trying to drive two abreast on a curvy mountain road is very dangerous when the road is snow-covered, icy, or has bad visibility. How can a separate bus lane in the canyon be made to be reliably useable in all weather and road conditions?</p> <p>5) Why does the report say 1,050 people per hour would ride the gondola when the manufacturer rated capacity is 5,000 people per hour? Couldn't a gondola can get all of the skiers up to (or down from) Alta and Snowbird in a two-hour window? This would minimize cars on the road except for some backcountry skiers and service vehicles. Can't shuttle buses from many various areas in the valley bring more riders to the gondola base, such as a bus from Sugarhouse or the University of Utah?</p> <p>6) Please include information about seating versus standing room in buses and gondolas. Doppelmayr 3S gondola cars hold 36 people with seating for 24. Can a normal full cable of gondola cars be used, (rather than just the 30 cars as indicated in the report), to minimize people having to stand? The bus capacity of 1080 people per hour is only with a packed full bus which includes 23 seated and 21 standing in full ski gear and holding skis on a steep curvy mountain road. Please include that standing in the bus is very unpleasant and is a serious limiting factor in attracting ridership. Only seated passengers should be counted in calculating bus capacity. What is the bus capacity of people per hour if only seated passengers are counted?</p> <p>7) Can you include 'Additional Benefits' in the analysis? A significant additional benefit of a gondola is the relatively small cost to provide summer transit for Octoberfest, resort focused hiking and biking, and for the Wildflower Festival. A gondola is a low pollution option that is smooth and quiet with beautiful views in the canyon that is always available whenever you want to go up or come down. An additional gondola line could connect from Alta to Brighton if that is supported by the businesses and communities in the future.</p> <p>8) Cars and buses in the canyon not only cause air and noise pollution, but also vehicle oil drips, tire wear, and brake pad wear all goes into the watershed degrading water quality. Stream water quality can also be impacted by the occasional vehicle accident or vehicle major fluid leak that ends up in the creek. How is motor vehicle pollution included in the environmental impact study analysis?</p> <p>9) Is it true that initial capital costs will likely be paid significantly by Federal Highway grant money, while operating costs will be paid by Utah? Might the ski resorts may be able to provide the gondola operators?</p> <p>10) A Mountain Accord desired outcome was to provide transit and recreation focused at 'nodes', with the major nodes being the ski resorts in LCC. The main issue of limited mobility up LCC is not from two hundred cars at dispersed backcountry sites, rather the large traffic congestion is due to the thousands of vehicles going to the ski resorts. Shouldn't transit focused on the ski resorts be the primary objective?</p> <p>Thanks for all your hard work!</p>	John Knoblock	Email
2564	<p>Hm, interesting solution. But having lived in the French Alps and used gondolas extensively , one also have to realize they are no panacea. Gondola sort of puts all eggs in one basket (just like "one" road does) and in case of a breakdown or mechanical failure, one does have a massive issue at hand to solve (yes, working rescue from pods is neither fun or low on resources). Per hour capacity is often lower for a gondola than a road (albeit not a congested one). How many pods are planned? Spacing, speed?</p> <p>LCC Road should maybe be blocked off for private vehicles and only have bus service allowed during "day time" hours. With a proper parking in the valley, it'd remove all private cars during peak congestion hours, provide some flexibility as buses can be used elsewhere and assets would not be "locked up" and "fixed" (literally cemented in place).</p> <p>But access to Alta and Snowbird has always been challenging. That is sort of the allure of the area. One wants to be up before the snow closes the road and get as much of the heavenly powder untouched.</p> <p>All that said, a gondola is an interesting idea, but I fear it will not be as successful in real numbers as these charts portray, but only one more option to get up the canyon. And will gondola close once the resorts are full, when the mountain can't handle more skiers or visitors? Will a gondola run at 3 AM when I'm too drunk to drive home from a night out?</p>	Per-Ola Selander	Website
2565	I am strongly against the extra lane. It would be intrusive on the beautiful environment of the canyon. I do think the Gondola would be fun but the extra buses would be nice as well.	Andrew Gee	Website
2566	I support the gondola and lacaille base station. Only option that will take cars and buses off the road and is more cost effective than avalanche sheds	Ann Bonar	Website
2567	Strongly oppose widening Wasatch Blvd. for all of the reasons presented by savenotpave including: increased pollution of air, noise, light, water. Air pollution is key especially in this area of Salt Lake County. Winter inversion will be one unbearable with highly increased traffic. Lane reversal has always helped traffic flow in crowded cities with bridge and tunnel traffic. For example, after a specific time of day both lanes of CR 210 become one-way out of the canyon for non-emergency vehicles. Similar option for early morning traffic into LC Canyon.	Thomas McKenna	Website
2568	Based on what I saw presented on the summary and story map the enhanced bus with roadway widening is the least attractive option. The financial cost and environmental impact is not worth the decrease in travel time for me. The Gondola or the enhanced bus with no additional roadway capacity both seem like viable options to me. Thank you for your consideration.	Carly Scofield	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2569	<p>I have been skiing Alta/Snowbird since 1973 on 1-2 week ski trips until my retirement a few years ago, and now as what I would refer to myself as a seasonal local, December thru March. What drew me to these mountains was the sheer beauty, the two great ski resorts, and of course the magical snow conditions. Through the years I have seen Alta/Snowbird transform from a not so secret ski destination to a mainstream high volume one. Long gone are the untracked powder days that lasted a few hours. Below are a few comments for your consideration:</p> <ol style="list-style-type: none"> 1. Of all the proposed options I am strongly opposed to the gondola option. The last thing LCC needs is more concrete and steel to spoil it's magnificent viewscape. There will be unintended consequences of a gondola. This is too radical of a "solution" and once begun, there is little chance of turning back. 2. The bus option(s) in either case offers the ability to incrementally add capacity and improvements of a proven method to move skiers up and down the mountain. In my years as a seasonal local I routinely ride the bus and have seen how small improvements such as eliminating the middle of the bus ski coral and eliminating the stop at the base of the canyon has done to reduce the travel time on the 9400 bus. Simply changing from an Alta/Snowbird bus to a dedicated Alta, dedicated Snowbird bus will be a significant improvement in travel time. 3. To encourage bus usage you need to make it better than travelling by car. One pet peeve of mine is the lack of FREE storage once I get to the mountain. Getting on a bus in your ski boots and helmet is a royal pain, not to mention wearing your boots for a few more hours each day. Alta got it right with their day skier bag storage, just give skiers a place to store a boot bag along with their "walking" shoes for free. I not even think of going to Solitude anymore where it costs \$20/day for a locker and you can't even put your boot bag under a bench anymore without the staff snagging it. <p>People will ride a bus if you make it work for them. Quick and easy up the mountain, a free place to store your boot bag, a (mostly) on time schedule, plenty of buses to eliminate the bus sardine effect.</p> <ol style="list-style-type: none"> 4. Give priority to the buses and penalize single driver cars, it is very frustrating to see so many people going up the mountain alone. Have you studied the reductions that would occur simply by banning single drivers up LCC? 5. Have you considered working with the car rental companies to eliminate two wheel drive vehicles traveling LCC? It's almost a given that if a car is off the side of the road on LCC, you can bet it is someone who flew in, didn't want to pay the exorbitant 4 wheel drive rental costs and now is stuck on the side of the road with a 2 wheel drive car. Many times there are no early restrictions only to get a snowfall that traps the unknowing driver. This is not a road to be driven with two wheel drive vehicles with weather. Make it less expensive to rent 4x4's, completely disallow 2 wheel drive vehicles, (ubiquitous vehicle tracking software can make this happen). 6. Consider bus redesign. The current layout seems to waste alot of space and makes it difficult to hold onto your skis. A 2x2 row, face forward seating would seem to work better. You should experiment with a better bus seating arrangement. <p>Thank you for the opportunity to comment. I can see a lot of hard work went into these proposals. LCC is beloved by so many and with increasing demand we are all concerned what will come in the future. The A/SB skiing experience has been degraded through the years with the increased number of skier visits. Unfortunately it will only get worse.</p>	julius klimowicz	Website
2570	I support the gondola and La Caille development proposal. This is the ONLY option that provides a much needed transportation solution, makes highway transit safer, lowers the avalanche hazard index, does not require expensive, ugly avalanche sheds, is environmentally friendly and takes cars and buses off the canyon road, ALL at an affordable price. This proposal does not require adding additional lanes to Wasatch Boulevard which as a Cottonwood Heights resident, I am opposed to. Thanks you for listening! Bob Bonar	Bob Bonar	Website
2571	I believe that the Gondola is the BEST solution to the transportation problem in LCC. It is the only option that provides a long term solution to all of the problems related to this issue.	PATRICE REILLY	Website
2572	The Gondola is the only real and right choice	Timothy Burris	Website
2573	I support the Little Cottonwood Cannon gondola with the La Caille Base Station	Evan Strat	Website
2574	<p>#1 The gondola option is a huge mistake. This option will be tied up in litigation for YEARS. It will pose enormous damage to the esthetics of Little Cottonwood canyon. As presented it offers little benefit at HUGE price tag. Due to the need to ride a bus to the DOT proposed base station. As proposed by the La Caille owners it is aHUGE mistake, giving a big taxpayer payout to large corporate interests. It will lead to over massive overuse of the LCC and eventually encourage a gondola connection through BCC and to Park City. This is a certain way to ruin a largely pristine nature reserve into a future amusement park. The gondola is a fantasy driven by \$ greed by the ski areas and commercial interests.</p> <p>#2. The best cost effective option and quickest to get done is to fix the slide path dangers on the roadway by terms or snow sheds. Put in Gas Eze equipment so the canyon can be cleared at any time. Fix the road excessive turns and areas where traffic problems occur. You can easily buy more plows to keep the road in better condition in storms and station them in a couple locations not in remote locations. If the road is open more the need to enlarge Wasatch blvd goes away. Focus on what can be done easily to fix the reason the canyon closes and creates backup.</p> <p>Do NOT create an unlimited capacity Gondola to the heart of a pristine location and overload it beyond the capability to please commercial interests.</p> <p>My choice is Enhanced Bus Service, Alternative 1. I like this because it is the least invasive, and carries the same number of people up the hill in winter as Alternative 2 without the road widening. I am STRONGLY OPPOSED to the gondola alternative. Visually intrusive, time-consuming, does not serve backcountry skiers, and could lead to further mechanized recreation.</p> <p>My further comment is that the canyons are already full to the bursting point. Should we really be considering adding to this load? Let's do the enhanced bus service, but LIMIT the number of cars in the canyon, especially in summer. How to limit? DO NOT allow parking along roadway shoulders in summer—very dangerous for cyclists. When a particular lot and nearby pullouts are full, drivers must hike elsewhere or go home. The Cottonwoods have myriad wonderful and under-utilized trails. In winter, charge a toll with a sliding scale for number of passengers. Cap the number of cars in various time slots, ie, between 7-9; 9-11; 11-2; 2-4. Employees with proof of employ are exempted.</p> <p>And while we're at it, let's do 12 buses/hour at peak winter times, and make those buses all electric! If we're planning for the future, let's plan for the future. Too pricey? Float some local bonds. Ten-to-one regional voters would be happy to pass them.</p> <p>Have we considered a trebuchet and pool filled with pillows as an alternative means of ski resort access?</p> <p>In all seriousness, I don't think I have the skill set to comment on what plan is best but as a citizen and frequent user of our canyons I do want to pose the question, which plan provides the most new long term jobs with the least environmental impact?</p> <p>I live in Cottonwood Heights between the canyons and a mile from Wasatch Blvd and have for the past 10 years. I am firmly against any widening of Wasatch Blvd. I would prefer that Wasatch be configured with one lane only each way and designed to allow more space and safety for bicycles. This should have the effect of causing even slower traffic during ski season and thus will act as a more natural way of limiting traffic in the Canyons. If we combine that with the gondala, better bus service etc... the combination should result in far less auto traffic in the Canyons. The goal should be to limit the total number of people who can access either canyon in a way that is fair and natural—extreme inconvenience.</p> <p>This will save so much wear and tear on the mountainside. I hope it can get done.</p> <p>Either of the bus alternatives are the only ones that I could support. Buses are the most cost efficient and user friendly options. I also think that option 2 with a bus lane which could also used for bikes or other uses other than auto transportation is a good idea. At least some of the buses should allow for stops at the White Pine trail head and other places if there is a demand for it. Along with increased buses, there needs to be a suitable bus stop at White Pine constructed and a great increase in the size of the parking lot to accommodate people that want to carpool and park. It is common to see this parking lot full and cars parked for a mile on both sides of the road. The buses used for winter transport can also be used in the city during the rest of the year and are not just a costly item that has a limited season of use. Many more people could afford to ride a bus than a gondola and would require a lot less taxpayer subsidy. It currently cost \$15.00 for a short ride on the Snowbird tram in the summer. It would have to cost a lot more than this to ride all the way up the canyon and would discourage enough use that it would not do much to minimize private auto use in the canyon. The gondola would require a bus ride to a gondola base then another wait for the gondola. This would greatly increase the amount of time to get to the ski areas and most of the skiers would not want to have this delay and would rather ride a bus or drive. The gondola does not provide for multiple stops along the way which would be an option with bus service. The gondola base would take away the carpool or bus parking lot which is important to decrease the amount of cars in the canyon. Thank you for the opportunity to make my comments.</p>	David Hackbarth	Website
2575	<p>My choice is Enhanced Bus Service, Alternative 1. I like this because it is the least invasive, and carries the same number of people up the hill in winter as Alternative 2 without the road widening. I am STRONGLY OPPOSED to the gondola alternative. Visually intrusive, time-consuming, does not serve backcountry skiers, and could lead to further mechanized recreation.</p> <p>My further comment is that the canyons are already full to the bursting point. Should we really be considering adding to this load? Let's do the enhanced bus service, but LIMIT the number of cars in the canyon, especially in summer. How to limit? DO NOT allow parking along roadway shoulders in summer—very dangerous for cyclists. When a particular lot and nearby pullouts are full, drivers must hike elsewhere or go home. The Cottonwoods have myriad wonderful and under-utilized trails. In winter, charge a toll with a sliding scale for number of passengers. Cap the number of cars in various time slots, ie, between 7-9; 9-11; 11-2; 2-4. Employees with proof of employ are exempted.</p> <p>And while we're at it, let's do 12 buses/hour at peak winter times, and make those buses all electric! If we're planning for the future, let's plan for the future. Too pricey? Float some local bonds. Ten-to-one regional voters would be happy to pass them.</p> <p>Have we considered a trebuchet and pool filled with pillows as an alternative means of ski resort access?</p> <p>In all seriousness, I don't think I have the skill set to comment on what plan is best but as a citizen and frequent user of our canyons I do want to pose the question, which plan provides the most new long term jobs with the least environmental impact?</p> <p>I live in Cottonwood Heights between the canyons and a mile from Wasatch Blvd and have for the past 10 years. I am firmly against any widening of Wasatch Blvd. I would prefer that Wasatch be configured with one lane only each way and designed to allow more space and safety for bicycles. This should have the effect of causing even slower traffic during ski season and thus will act as a more natural way of limiting traffic in the Canyons. If we combine that with the gondala, better bus service etc... the combination should result in far less auto traffic in the Canyons. The goal should be to limit the total number of people who can access either canyon in a way that is fair and natural—extreme inconvenience.</p> <p>This will save so much wear and tear on the mountainside. I hope it can get done.</p> <p>Either of the bus alternatives are the only ones that I could support. Buses are the most cost efficient and user friendly options. I also think that option 2 with a bus lane which could also used for bikes or other uses other than auto transportation is a good idea. At least some of the buses should allow for stops at the White Pine trail head and other places if there is a demand for it. Along with increased buses, there needs to be a suitable bus stop at White Pine constructed and a great increase in the size of the parking lot to accommodate people that want to carpool and park. It is common to see this parking lot full and cars parked for a mile on both sides of the road. The buses used for winter transport can also be used in the city during the rest of the year and are not just a costly item that has a limited season of use. Many more people could afford to ride a bus than a gondola and would require a lot less taxpayer subsidy. It currently cost \$15.00 for a short ride on the Snowbird tram in the summer. It would have to cost a lot more than this to ride all the way up the canyon and would discourage enough use that it would not do much to minimize private auto use in the canyon. The gondola would require a bus ride to a gondola base then another wait for the gondola. This would greatly increase the amount of time to get to the ski areas and most of the skiers would not want to have this delay and would rather ride a bus or drive. The gondola does not provide for multiple stops along the way which would be an option with bus service. The gondola base would take away the carpool or bus parking lot which is important to decrease the amount of cars in the canyon. Thank you for the opportunity to make my comments.</p>	Marjorie McCloy	Website
2576	<p>My choice is Enhanced Bus Service, Alternative 1. I like this because it is the least invasive, and carries the same number of people up the hill in winter as Alternative 2 without the road widening. I am STRONGLY OPPOSED to the gondola alternative. Visually intrusive, time-consuming, does not serve backcountry skiers, and could lead to further mechanized recreation.</p> <p>My further comment is that the canyons are already full to the bursting point. Should we really be considering adding to this load? Let's do the enhanced bus service, but LIMIT the number of cars in the canyon, especially in summer. How to limit? DO NOT allow parking along roadway shoulders in summer—very dangerous for cyclists. When a particular lot and nearby pullouts are full, drivers must hike elsewhere or go home. The Cottonwoods have myriad wonderful and under-utilized trails. In winter, charge a toll with a sliding scale for number of passengers. Cap the number of cars in various time slots, ie, between 7-9; 9-11; 11-2; 2-4. Employees with proof of employ are exempted.</p> <p>And while we're at it, let's do 12 buses/hour at peak winter times, and make those buses all electric! If we're planning for the future, let's plan for the future. Too pricey? Float some local bonds. Ten-to-one regional voters would be happy to pass them.</p> <p>Have we considered a trebuchet and pool filled with pillows as an alternative means of ski resort access?</p> <p>In all seriousness, I don't think I have the skill set to comment on what plan is best but as a citizen and frequent user of our canyons I do want to pose the question, which plan provides the most new long term jobs with the least environmental impact?</p> <p>I live in Cottonwood Heights between the canyons and a mile from Wasatch Blvd and have for the past 10 years. I am firmly against any widening of Wasatch Blvd. I would prefer that Wasatch be configured with one lane only each way and designed to allow more space and safety for bicycles. This should have the effect of causing even slower traffic during ski season and thus will act as a more natural way of limiting traffic in the Canyons. If we combine that with the gondala, better bus service etc... the combination should result in far less auto traffic in the Canyons. The goal should be to limit the total number of people who can access either canyon in a way that is fair and natural—extreme inconvenience.</p> <p>This will save so much wear and tear on the mountainside. I hope it can get done.</p> <p>Either of the bus alternatives are the only ones that I could support. Buses are the most cost efficient and user friendly options. I also think that option 2 with a bus lane which could also used for bikes or other uses other than auto transportation is a good idea. At least some of the buses should allow for stops at the White Pine trail head and other places if there is a demand for it. Along with increased buses, there needs to be a suitable bus stop at White Pine constructed and a great increase in the size of the parking lot to accommodate people that want to carpool and park. It is common to see this parking lot full and cars parked for a mile on both sides of the road. The buses used for winter transport can also be used in the city during the rest of the year and are not just a costly item that has a limited season of use. Many more people could afford to ride a bus than a gondola and would require a lot less taxpayer subsidy. It currently cost \$15.00 for a short ride on the Snowbird tram in the summer. It would have to cost a lot more than this to ride all the way up the canyon and would discourage enough use that it would not do much to minimize private auto use in the canyon. The gondola would require a bus ride to a gondola base then another wait for the gondola. This would greatly increase the amount of time to get to the ski areas and most of the skiers would not want to have this delay and would rather ride a bus or drive. The gondola does not provide for multiple stops along the way which would be an option with bus service. The gondola base would take away the carpool or bus parking lot which is important to decrease the amount of cars in the canyon. Thank you for the opportunity to make my comments.</p>	Jacob Kelly	Website
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2578	This will save so much wear and tear on the mountainside. I hope it can get done.	Holly McKinnis	Website
2579	<p>Either of the bus alternatives are the only ones that I could support. Buses are the most cost efficient and user friendly options. I also think that option 2 with a bus lane which could also used for bikes or other uses other than auto transportation is a good idea. At least some of the buses should allow for stops at the White Pine trail head and other places if there is a demand for it. Along with increased buses, there needs to be a suitable bus stop at White Pine constructed and a great increase in the size of the parking lot to accommodate people that want to carpool and park. It is common to see this parking lot full and cars parked for a mile on both sides of the road. The buses used for winter transport can also be used in the city during the rest of the year and are not just a costly item that has a limited season of use. Many more people could afford to ride a bus than a gondola and would require a lot less taxpayer subsidy. It currently cost \$15.00 for a short ride on the Snowbird tram in the summer. It would have to cost a lot more than this to ride all the way up the canyon and would discourage enough use that it would not do much to minimize private auto use in the canyon. The gondola would require a bus ride to a gondola base then another wait for the gondola. This would greatly increase the amount of time to get to the ski areas and most of the skiers would not want to have this delay and would rather ride a bus or drive. The gondola does not provide for multiple stops along the way which would be an option with bus service. The gondola base would take away the carpool or bus parking lot which is important to decrease the amount of cars in the canyon. Thank you for the opportunity to make my comments.</p>	Doyle Dow	Website
2580	I wrote before in support of the gondola solution to LLC traffic with support for Snowbird's suggestion to have the base and parking at the mouth of LLC. Now that I have seen this new proposal by the private company CW Management I am for that. It provides more convenient parking, is MUCH FASTER and MORE people per hour. The only suggestion I have is that it continue all the way up to ALTA. I do not want to get off the tram at Snowbird, WAIT IN LINE AGAIN for a small tram to ALTA. The same would be true but worse coming down the canyon. OR A have a special entrance to the tram at Snowbird for Alta passenger to put them ahead of the Snowbird riders, as they have already waited up at ALTA- FOR YEARS I HAVE SAT IN MY CAR IN THE ALTA PARKING LOT (For 1 1/2 hours at times) WAITING TO COME DOWN THE CANYON AS SNOWBIRD CARS WERE ALLOWED OUT FIRST. After 1 1/2 hours you drive by SNowbird and their parking lots are empty. Lets avoid this situation in setting up the gondola. If you got on the tram up at Alta, you do not have to wait behind all the Snowbird people.	Joyce Sanford	Website
2581	I live here no thank you we don't need anymore cars or people NO	robbie evans	Website
2582	<p>I support a 4th alternative road plan to consider.</p> <p>This would be an alternative to consider reducing private vehicle traffic over time that can travel up the Cottonwood Canyons. After these gradual reductions, private vehicles may be reduced by, say, 90% by 2050, but allowing for local canyon traffic to continue use of the road. This would have the effect of needing less intense additional road capacity on Hwys. 190 and 21 from the Fort Union intersection up both canyons.</p> <p>At that point maybe only 1 traffic lane in each direction, with one additional bus/alt transport lane would be needed in each direction, reducing construction costs, all still w/o the need for a gondola. This would reduce noise and pollution through Cottonwood Heights, and allow room for parkway/traffic calming features to be incorporated through Cottonwood Heights.</p> <p>A parallel project to consider would be to connect 20th East with a bridge across Dimple Dell Park, thus further reducing commuter and ski traffic on Wasatch Blvd.</p> <p>I am also against the Gondola alternative for reasons I have elucidated previously, even if the bottom station were to be moved from the present LCC Park n' Ride location to one further down the canyon in the area south of the present Hi-T intersection. This would further exacerbate the traffic load on Wasatch. The LCC is too narrow to fit in another transportation corridor, and it will ruin the viewscape for residents at the canyon mouth and for drivers going up and down the canyons, distract the drivers, and only serve the two resorts and no trailheads (ie much less flexible in daily, weekly and seasonal schedule and routing changes than a shuttle/bus alternative). After having to make two mass transit transfers the Gondola will be seen as a last resort alternative, and will be underutilized.</p> <p>Thank you very much for accepting these comments.</p>	John Kennington	Website
2583	Now is the time. Be a world's first!	Jamie Kanzler	Website
2584	I agree with the increase to buses and expanding the road. I also like that the extra lane will be a bike lane in the summer, which I feel is needed. My family rides the bus about half the time we go up to Alta. Our experience is that there is not enough parking North of the canyon, we end up driving just as far to the 94th park and ride as we would just driving up the canyon.	Catherine Spuhl	Website
2585	I support the gondola option with the La Caille base station. This seems to make way more sense than the gondola plan in the current options. If the process needs to take a step back to include La Caille, it should to evaluate it.	Geoff Smith	Website
2586	I live along Wasatch and fully support both widening the road and the gondola project. Simply increasing bus capacity is not enough to handle the amount of traffic up the canyons in my opinion. I am also worried that the funding for the buses (routes, drivers, converting to fully electric, etc) could change by 2050 or after, where implementing a permanent infrastructure change would provide a long lasting solution that provides more access for everyone to enjoy canyon.	Justin Monell	Website
2587	Why do you have the gondola with such small capacity? It seems that thing should be 5x the projected number. I think the gondola seems to be the best option with the least impact.	Matt Simons	Website
2588	I have lived in the Granite Oaks subdivision for twelve years, and worked at Snow Bird for 4 years every sunday. I have attended many meeting during this time with regards to this issue. In order to meet your stated goals the Enhanced Bus 36 minuet option is the only one that will help. The gravel pit hub is the only option for parking large numbers of vehicles, any more cars in the triangle would be a disaster. snow sheds a must to keep traffic moving 24 hrs a day. If a gondola is a must it would have to be placed in the gravel pit, it could also be done at a later time.	Michael Day	Website
2589	Let's leave this area so that my kids can continue to enjoy it.	David Sandberg	Website
2590	I love Little Cottonwood Canyon and while I agree that there needs to be a better bus system up the canyon, I do not want the road widened or a gondola put there. I spent a lot of time there as I grew up and as an adult. If the road were to be widened some of those places I loved would be destroyed including the house my grandma lived in. I ask that the road stay as it is.	Kassidy Hall	Website
2591	As a canyon employee I support the Gondola alternative in an effort to reduce the number of vehicles going up the canyon, this is the safest way to reduce traffic, however having a parking structure at the base of the gondola would encourage riding of the gondola, I think it will be a much harder sell to get people to park their car, get on a bus, to get on a gondola, to get up the mountain. Cutting out one of those steps will make it much easier to swallow for guests who want to get up the canyon. This would also limit the usage to Little Cottonwood guests, which is the intention of this EIS, of course I would support a parking structure at 6200 as well, however not for the purpose of shuttling people to the mouth of Little Cottonwood.	Jeremy Moore	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2592	As a resident of the Kings Hill neighborhood - I am keenly interested in any development along Wasatch as it will directly affect my daily routine. Currently - with the speeds at 50 MPH, it is somewhat difficult and potentially dangerous to turn on to Kings Hill from Wasatch, turn on to Wasatch from Kings hill (both north and south) and also turning South onto Wasatch from Golden Hills. I have studied both of the proposals listed in this Draft and neither seem to address these issues. It appears the widening of Wasatch north of the High T will serve one purpose only - to increase traffic flow to the south of the High T on Wasatch , not State Route 210. As 210 bottlenecks to 1 lane immediately after the High T neither of these two proposals will change the root issue : too many cars trying to go up LCC. In my opinion- slowing traffic down between the Swamp Lot and the High T would allow for more residential utilization of the neighborhoods, creating connection opportunities with the other residents of Cottonwood Heights. More traffic / higher speeds will lead to neighborhood isolation in the Kings Hill / Top of the World area. Please consider other alternatives - such as slowing traffic down on the existing roadway - and making the current layout more pedestrian friendly. Any expansion should also be focused around public transportation as well. Thank you for considering my comments in your final decision.	Andy Agardy	Website
2593	I support a gondola in Little Cottonwood Canyon. UDOT should find a solution that does not require passengers to first ride a bus to get on the gondola. The base station should located somewhere with enough room for ample where there can also be ample parking and bus turnarounds. A gondola provides the best solution because people will actually want to ride it over the convenience of a personal vehicle. A gondola can also continue operating when the road is congested or closed due to crashes.	Peter Landsman	Website
2594	I prefer increased bus transportation. Gondola transportation puts way too many people up the canyon. Buses are best and are more economical.	Lori Donnester	Website
2595	All of the currently listed options for Wasatch Blvd. extension exclude any considerations for the neighborhood east of the Blvd. As a resident of Kings Hill Dr, it is already a challenge to get onto Wasatch from the bottom of Kings Hill Dr, as well as Golden Hills Dr. Cars are going 50 mph an hour and it requires a big gap for residents to safely merge onto Wasatch. This will get increasingly more difficult with increased traffic throughput and potentially higher speeds. The plans should consider the fact that a wider road with more lanes will further isolate the neighborhood and increase difficulty for residents to enter and leave their houses. If widening the road, it should include a merge lane for residents going North from Kings Hill Dr onto Wasatch Blvd. Getting onto the South bound lane from Golden Hill Dr South onto Wasatch should consider a center merge lane.	Joachim Meyer	Website
2596	These all seem geared only to SLC local residents. None would serve the needs of hotel guests arriving by airport. None would serve the needs of day trippers who have been encouraged by the mountain-destroying Ikon pass programs (they bring inexperience and idioicy to the mountain but they all want valet parking, from what we've witnessed at SB). The plan does not address the need for vastly enlarged day lockers for all these people. Neither SB nor Alta has adequate day locker and changing facilities for all those people nor the land to create them close to lift base (think about families with so much gear or day guests who would like to use other resort facilities after skiing - change of clothes and gear storage required). All of the plans would spoil the natural beauty of the Canyon. The best plan: Keep the slopes less crowded rather than more crowded. [25 year Canyon skier.]	andrea korval fabbri	Website
2597	I am really glad that this discussion is moving forward. As I have attended several meetings about this topic I have to say that the only long term viable solution is a Gondola. All the other concepts will underserve our communities now and in the future. The right step is a GONDOLA.	Jeffrey Lewis	Website
2598	Thank you for some well researched and documented alternatives and including the public. As an avid skier and snow sports employee, as well as, a timeshare owner in Little Cottonwood my feeling is enhanced bus service with a dedicated lane is the way to go with the least visual impact.	Mark Borba	Website
2599	Definitely in favor of increased bussing options without road construction in the actual canyon. However I'm interested to see what all constraints are put on personal vehicles. Without tolls or some sort of limit I don't think people will actually use the bus My preference among the three alternatives in Table S-1 of the draft EIS is the Gondola. Compared to the two other alternatives it would be preferable from an environmental perspective: less impact on the natural environment, and less noise & air pollution. It would have the lowest O&M costs and median capital cost. And the potential for transportation up and down the canyon when the road is closed, or very slow, would be a huge advantage.	Rono Srimani	Website
2600	I believe, nevertheless, that gondola scenario 3B chosen in the draft, is not the best. The requirement to reach the gondola base station via shuttle bus from the gravel pit would exclude gondola use for many people in the valley. In addition to the fact that shuttle use adds to travel time, for people who live south of 8000 South, it just does not make sense to drive north to the gravel pit in order to board a shuttle heading south. And projected population growth from 8000 South on through Provo is greater than projected growth to the north. As a result, I believe that the best solution would be to co-locate a parking structure with the gondola base station, within a mile or so of the entrance to LCC, as proposed in gondola scenarios 1 and 2. The current problem with traffic congestion in the residential areas near the base of the canyon results largely from the use of SR 209 & SR 210 as linear parking lots when the canyon road is closed or slow; a parking structure at the gondola base station would be a much better place for these cars! Gondola scenarios 1 or 2 would provide immensely popular public transportation in LCC without excessive cost or environmental impact.	Jeffrey Gishen	Website
2601	Each winter my wife and I fly into Salt Lake City the week before Christmas to ski. We take Canyon Transportation to the Alta Peruvian Lodge and stay there the entire week. When we are ready to leave the Peruvian, we contact Canyon and they pick us up, take us to the Salt Lake Airport and we fly home. We have been doing this for probably 30 years and it has worked great for us. If modifications are made to getting up into Little Cottonwood Canyon I would hope that whatever is decided should have the following capabilities: 1) Pick up at the Salt Lake airport 2) Ability to take us, our skis and luggage up to the Peruvian 3) When we are ready to leave from the Peruvian, be able to be picked up at the Peruvian and dropped off at the Salt Lake airport with our skis and luggage. Hopefully this input is helpful. Steve and Mickey Klinger	Steve and Mickey Klinger	Website
2602	As a frequent user of the canyons in both summer and winter I would like to go on record in favor of enhanced bussing with frequent service not only to resorts, but to trailheads. I strongly object to the gondola alternative due to its visual impact and inability to service trail heads Morton Pellatt MD	morton pellatt	Website
2603	As a resident who lives directly below Wasatch Blvd. I'm STRONGLY opposed to the widening of the highway!!! Wasatch is already insanely busy and dangerous. Adding extra lanes will just invite more traffic and danger to this popular roadway. I don't see how adding extra lanes will help with the ski traffic. The reason the traffic gets backed up in the winter is b/c they close Little Cottonwood Canyon due to avalanche control. Adding extra lanes will NOT solve the problem. Plus, these extra lanes will create a traffic jam once the roadway narrows again when it reaches the canyon.	Chris Kirk	Website
2604	I would like to see UDOT add snow sheds over known avalanche areas (thus preventing canyon closures and traffic buildup), more bus service, a canyon toll booth (similar to Millcreek Canyon. With an option to buy a yearly pass for locals), and more Park & Ride options for canyon visitors. Given the three options I would choose option 1. All you had to do was charge for parking. By the day, week, month, or season. Buy in advance.	Robert Topham	Website
2605	I favor Alternative 2 because it is a measured step towards resolving the problem without a huge financial burden. That said, I think it could be improved by considering additional alternative elements and doing more to address backcountry skier use. For example, these alternatives are tailored for the ski resort users, but do little to address congestion experienced by other canyon users. The additional 36 parking spaces is nice, but inadequate and it is disappointing that there are no improvements planned for the White Pine trailhead parking area which is often overfilled beyond capacity in the winter. Also, parking should continue to be allowed for backcountry users above the Our Lady of Snows church and near the Summer Road despite rumblings that Alta may stop allowing this use. Finally and most importantly, increased enforcement of the traction law, needs to be considered as part of traffic demand management. More specifically, regular presence by highway patrol to inhibit non-4wd vehicles + a pre-paid vehicle ID system (stickers, electronic toll card, etc) should be considered. This is key given that traffic accidents on snow days create the most horrendous traffic logjams (severe decrease in LOS) which increase the safety hazard if avalanches were to cross the road. Thank you	David Brown	Website
2606	I find the gondola and enhanced public transit solution the most promising, as it will be more enticing for people to leave their car at the bottom of the canyon. Unfortunately, even with increased parking fees, riding the bus up the canyon has been rather unpopular and might therefore not motivate behavioral change. I also like the gondola option as a summer traffic solution. Also here I see an attraction in riding the gondola as a fun activity, which will more likely get people to leave their car out of the canyon. A similar solution would be great for Big Cottonwood Canyon as well. While winter traffic here is similar to LCC, summer traffic seems to be even worse in BCC than LCC. I do see a necessity to enhance public transportation to the mobility hubs, without which we will merely shift the problem to a different area. I would definitely vote against a widening of the road, as it will worsen the issue overtime (growing traffic), unless parking fees will be raised exponentially to keep cars out of the canyon. If the latter is the case, there won't be any need for a wider road. Also, widening the road have a worse impact on the ecosystem in the canyon.	Heidrun Kubiessa	Website
2607	All of the proposed alternatives involve widening of Wasatch Boulevard. This will not help with the congestion problem. More lanes = more cars. I have lived in UT for 30 years. In that time the UTA buses only run sporadically up/down the canyons mid-day. To avoid getting stranded, people drive. The solution is to provide reliable bus service (ex. every half hr all day long during winter months). Widening the road will destroy the neighborhoods that line Wasatch Blvd (which are older established residential areas). You will remove the character of the area and replace it with a highway (that leads to a congested canyon). In addition, the congestion on Wasatch Blvd occurs approx 30 days out of your year. Your plan will destroy the area for those of us that live along Wasatch to make way for those that are here for only a few days. Notes: I have lived near Wasatch Blvd for 15 years. I am a former Snowbird employee. For 30+ years I have been an environmental consultant (and a UT Licensed Professional Geologist).	Holly Welsh	Website
2608	As a long time resident and commuter in Little Cottonwood Canyon I am in favor of the Gondola alternative. One of the goals of this entire effort has been to reduce vehicle traffic in the canyon. Also stated in this EIS process is an effort to look to 2050. The gondola would be an innovative long term improvement and with canyon users buy in would reduce the number of vehicles. This alternative would also be a year round solution. The issue that still need to be resolved would be access to the gondola loading. The bus access from the 2 hub locations, although very practical would increase the total travel time and could reduce the willingness of those residing between the hub and the mouth of the canyon to use the gondola. The parking lot at the base of the gondola is important. As this moves forward we need to address the congestion that would be created at the base of the canyon and it's impact on the residents in that area. As this process moves forward we can't stop any of the improvements that are currently in the process. An improved avalanche mitigation program is critical to the transportation function and the reduction of canyon closures. https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_AppendixC.pdf During snow events, it would be necessary to remove snow before moving the barrier. If the barriers are damaged, the road needs to be closed while the barriers are replaced.	Thomas Pollard	Website
2609	pdf page 12 The moveable barrier systems does not appear to be a viable option. The first statement on removing snow before moving the barrier does not seem possible unless a snowplow is directly ahead of vehicle that is moving the barrier. What happens is the barrier becomes stuck or frozen due to weather? Will the road need to be closed to fix, thaw or adjust the barrier? Damaged barriers seem like a high likelihood whether that be from traffic accidents, snowplows or avalanches. The statement on closing the road for a damaged barrier appears to be opposite of improving mobility as it introduces a new system that can breakdown or become damaged.	Justin Sikonia	Website
2610	https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_AppendixJ.pdf pdf page 15 Concept 2: Earthen Berms Dynamic recommended using earthen guiding berms at Little Pine and White Pine as a way to reduce the required length of the snow shed and potentially reduce costs. I agree 100%. Earthen berms help direct avalanche flow and can be constructed to be blend into the surrounding area. Seems like a low cost solution to reduce tunnel length.	Justin Sikonia	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2611	<p>Greetings.</p> <p>Big Cottonwood Canyon has become so overcrowded that living up in Brighton is nearly impossible. Indeed a Gondola and/or Bus-Service are truly needed.</p> <p>The canyon (like Zion) should be closed to most vehicles and only the gondola and/or bus transport should be offered. Guests of the hotels and locals living or renting in Brighton/Solitude/Silverfork need to be allowed to get home. Access to all trails in the summer and access to the resorts as well as back country skiing and snow showing must be offered.</p> <p>An electric or NG powered bus fleet could offer access to all sites AS LONG as there is enough parking at the bottom of the canyon and as long as there are enough busses - visitors accept it in ZION and should accept it here as well.</p> <p>The Gondola is a great option especially in the winter or maybe both - Gondola to get to Brighton and Solitude and busses for trailheads? Something needs to change ASAP as the canyon is no longer safe as too overcrowded.</p> <p>We must protect our natural resource while we still can.</p> <p>Michael Sossenheimer</p>	Michael Sossenheimer	Website
2612	<p>here are my comments</p> <ol style="list-style-type: none"> 1. Need to keep all large parking lot or parking structures away from the mouth of the canyons. We need to limit the majority of traffic to the main roads. The gravel pit and 9400 south and highland drive are great locations. 2. Wasatch Blvd - DO NOT make a 5 lane road. I drive this road every day and the majority of the days traffic is not an issue. On a busy powder day the 5 lane road still would narrow down at the canyon. So now you have a 5 lane parking lot. DO NOT widen this road 3. you need to address the number of cars on SR210. First things is prohibit single occupancy cars on powder days. Create an app that shows a red light day which would prohibit single occupant cars. Similar to the brighton stop light which allows uphill skiing. 4. Backcountry traffic needs to be considered in developing a plan. Bus service will not work for backcountry traffic. 5. I like Alternative 2 - this would allow buses to go up the canyon and not have to be in the regular traffic. This would encourage people to use the bus since the time needed to get to resort would be less. Resorts need to be a partner in this and provide more lockers. 6. Consider having the resorts apply parking fees similar to Solitude. Then the money they collect should be used to help manage the traffic. If they want to allow private vehicle still drive to their resort then don't allow on street parking anymore, which would force them to build a parking structure at the resort base. Upper SR210 will be a challenge because of the backcountry traffic parks there for multiple trailheads. 7. Mobility hubs are great idea to pick up the rapid bus system. The hubs located in the triangle area of LCC need to be eliminated. This would further surface street backups and grid lock 8. Wasatch Blvd - I like the imbalanced lane alternative. There are no more than a dozen days a year that you need increased southbound traffic. This would address that. Don't make it a 5 lane road. 9. I support the improved Trailhead parking 	Jason gabler	Website
2613	<p>https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_AppendixJ.pdf pdf page 16</p> <p>This option sounds expensive with many unknowns and a low return on investment by only increasing the speed limit by 5 mph. In addition, it seems that a significant amount of material would need to be cut away from the mountain to realign the road.</p>	Justin Sikonia	Website
2614	<p>Concept 3 would, however, require UDOT to fully reconstruct the roadway cross-section and potentially relocate all utilities in the project area, including between the sheds and along the roadway leading up to the snow shed zone.</p> <p>Wasatch Blvd from Big Cottonwood Canyon to 9400 should be improved for safety including a median and traffic calming design much like the road from 9400 south with a 35 mph speed limit. There are three traffic signals currently as well as many neighborhood roads that necessitate turning onto Wasatch safely. There is also a park and fire department adjacent to this road that require crosswalks and safe access that would not be feasible with a 50 mph highway especially on the portion from Bengal Blvd to the high T light. All of the proposals have shown a shared use path parallel to the road and this is a great idea, however, safe crosswalks from both ends would be needed along with slower speed limits in order to accommodate safe usage and access to the trail. This section of roadway is highly used by bicyclists in both directions and another bicycle lane would serve that recreational use as well. I would like to see a bigger picture plan whereby this road is not considered a commuter arterial for areas south to get to downtown. Areas South of 9400 should be heading west to Highland Blvd to access 215, as this road is much more appropriate in size and usage for commuting and does not have to compete with the recreational uses and access that Wasatch Blvd does. South of 9400 on Wasatch there are safe bicycle lanes, traffic calming medians, turning cutouts, and safe trailhead parking and access and this should be continued north until Bengal Blvd at least. Reducing the number of cars with a toll and increasing busses would help to keep the number of cars in the canyons down. A gondola could accomplish this as well, but keeping the pristine nature of the areas and neighborhoods should be considered. Since 15% of skiers are coming from Park City, future plans could include connecting both canyon resorts to Park City resorts with a gondola system that would service skiers in winter and bikers and hikers in summer without cars. There is a real problem in both canyons in the summer months with trail head parking, cyclists and pedestrians with some very dangerous sections for driving so some improved trailhead parking with bus drop-off areas would help. This area of the Wasatch is a real asset to the greater Salt Lake City area in terms of tourist dollars and recreation as well as the natural beauty it has to offer. Having a nicer and safer entry that would encourage all of the uses year round would be a better solution in the long run than just endless widening and higher speeds that will only encourage more vehicular traffic and unsafe conditions.</p>	Elizabeth Blauvelt	Website
2615	<ol style="list-style-type: none"> 1. Both alternatives for adding lanes to Wasatch Blvd are fatally flawed. This is because both southbound lanes are allowed to travel southbound through the intersection of Wasatch Blvd and Little Cottonwood Canyon Road. This will only encourage more backup of traffic as skiers will still idle/park in both lanes while waiting for their turn up the canyon. If a second lane is added (which is not the correct solution in my opinion) it must be a right turn only lane that continues along Wasatch with no option to head up Little Cottonwood Canyon Road. This will encourage backup to occur only along the left hand lane with the right hand lane being for through traffic. 2. The Gondola, while it seems novel, is the WORST idea UDOT has ever come up with. Who in their right mind is going to drive PAST Little Cottonwood Canyon, get stuck in traffic that is backed up for Big Cottonwood, park their car after FINALLY getting past the mouth of Big, get on a bus to come back the way they came and get stuck in car traffic that is backed up on Wasatch and then get in line AGAIN to get on a Gondola. All buses coming from the North will get stuck in backed-up traffic on Wasatch Blvd. The Gondola will run empty for hours while people are sitting in line not able to get within miles of the mouth of Little Cottonwood Canyon. 3. The ONLY solution is to make riding the bus the FASTEST and MOST CONVENIENT way to get up the canyon. The only way that I can see this happening, while minimizing impact to Wasatch Blvd and the Canyons, is to have ONE dedicated and barricaded bus lane that runs all the way from both mobility centers and continues up the canyons. The buses run UP the dedicated lane in the AM and DOWN in the PM and use the regular road for the off-hour route. This allows the bus to bypass all traffic and makes it the fastest way up the canyon. It must also run every 10 minutes to make it the most convenient route. If nobody has to check a schedule to know that the bus is on it's way, they won't hesitate to park in the garage on Highland and get zipped up the canyon in a dedicated bus lane. ONE dedicated/switchable bus lane for both canyons is the best way to move PEOPLE NOT CARS up the canyon. In the summer months, the dedicated bus lane could potentially be used for biking as well. A switchable bus lane will also keep Wasatch Blvd from becoming a 5-lane monstrosity and leaves room for the mixed use paths and bike lanes that have been proposed and are MUCH needed. Please contact me to discuss the viability of this alternative that has not been considered by UDOT. 	Alex Crawford	Website
2616	<p>We are totally against making Wasatch Boulevard wider. There would be more noise, pollution and would have an adverse effect on the adjoining neighborhoods.</p> <p>We are for keeping Wasatch Boulevard the same and making better use of additional parking lots and transit buses.</p>	Marjorie Willardson	Website
2617	<p>While I like these proposals, the best option is definitely the La Caille proposal. Fewer transfers is more efficient and ultimately cost-effective.</p>	Philip Keeve	Website
2618	<p>I'd like to express my support for the gondola option, as I believe it would be the best for sustainable, convenient, safe, and environmentally-friendly growth for the Alta area. Other alternatives encourage more car use or continue to require visitors to drive a dangerous mountain road in often snowy conditions.</p>	Jared Getzoff	Website
2619	<p>I believe a modified version that allows for people to park directly at the gondola without a bus would get the most use.</p> <p>Please go with the Gondola. We would want to ride it just for the view of it</p>	Felix Rauscher	Website
2620	<p>I believe the estimated transit time for the gondola is misleading because it does not account for travel time to the base of the gondola, given that the parking structure is located miles away and requires a bus connection. This is inefficient. I am opposed to the gondola.</p> <p>I believe that the bus option with the quickest possible transit time is the one that is most likely to succeed. However, I have several significant concerns that are not addressed in the available documents:</p> <ul style="list-style-type: none"> -What is the estimated bus fare? At this time, it costs \$5 one way to take the bus up canyon unless you're a season pass holder. As a result, I've seen many families of four from out of town driving their ill-equipped rental cars up canyon because the bus would cost them \$40 round trip. If you want people to take the bus, it needs to be affordable. It also needs to be accessible to people who aren't season pass holders. - Buses need to stop at backcountry trailheads along the canyon, particularly if there are to be further restrictions on roadside parking. - How does tolling figure into any of these plans? 	Adam Laurenzo	Website
2621	<p>I write to support enhanced bus service in Little Cottonwood Canyon. I also support road widening, but only if the use of any expanded road areas is strictly limited to buses in the winter and to pedestrians and cyclists in the summer. We should be limiting the number of cars in the canyon--this makes it more accessible, and faster to access, but would also help limit the noise and air pollution caused by cars.</p>	Eric Johnson	Website
2622	<p>Hi</p> <p>The Gondola to Snowbird/Alta sounds interesting, but I wonder what the cost to park and ride will be. I am guessing it won't be free.</p> <p>Any forecast on that?</p>	David Malpas	Email
2623	<p>Thanks</p> <p>gondola is a fantastic idea to help with road control and traffic issues. would love to see this project be a success</p>	simone nixon	Website
2624	<p>I support the Gondola+ solution completely, seems like a great idea. Will be a huge asset in promoting SLC over other regional competitors.</p>	Oliver Gorst	Website
2625	<p>Gondola Please!</p>	gabriel legorburu	Website
2626	<p>As a 34 year resident and user of Little Cottonwood Canyon I would like to thank the UTA for action on the transportation issues on Wasatch Boulevard and in the Little Cottonwood Canyon. I would like to express my support for the Gondola plus LaCaille Base Station option of the proposal.</p> <p>Reading through the three options provided, those involving personal vehicles continuing up the canyons, or increased bus service up the canyon, do not fundamentally address the problems associated with crowding or avalanche issues/road conditions. The only viable long-term solution would be the Transportation Hub, with the Gondola/LaCaille Base station. This option would change the transportation habits of those who use the canyon both summer and winter resulting in a cleaner air option with less interrupted flow.</p> <p>These types of coordinated transportation systems have proven to be effective in other parts of the world and would work well for Little Cottonwood Canyon.</p> <p>Thank you again for this option</p> <p>Rob Sogard</p>	Robert Sogard	Website
2627	<p>I support the Gondola Option. It's super-important to me that if you are going to Snowbird or Alta that people must use the gondola and that there is not an option to drive your private vehicle. However having trailhead access via your private vehicle is needed for those of us that are climbers and back country skiers. Resort users must use the gondola.</p>	Chad Ambrose	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2628	I believe the best option is to install an gondola either as proposed from the Park and Ride lot at the mouth of LCC WITH A LARGE PARKING STRUCTURE or the alternate proposal from the 37 acre site further away from the mouth of the canyon. In case there is a power outage what source of alternate power will be used, such as a generator(s), and what provisions will be made if the gondola cannot operate due to inclement weather or maintenance? With either proposal modifications at the mouth of the canyon need to be made to safely accommodate traffic. I am not in favor of widening the road in the canyon because of the environmental impacts and disruption of the construction period to summer traffic except as necessary for safety improvements. Tomorrow you should be starting to enlarge the White Pine Parking Lot as proposed in 2019 making the egress point from the lot further up the canyon where there are much better and safer sight lines for cars exiting the lot. You also might add a right turn lane into the lot at the entry point. Traffic on the road is fast here, surprising a lot more accidents don't happen here. I actually rode the bus several times this past season because it did not stop at the Park n Ride lot at the mouth of the canyon. I am primarily an Alta skier accessing the canyon from 9400 and Little Cottonwood Road.	Ducie Chads	Website
2629	Strongly oppose widening or expanding Wasatch Blvd which would drastically change Cottonwood community & increase pollution. Support gondola and base station at La Caille as most logical option. Please do not add more car traffic up Littlewood Canyon.	Francine Forney	Website
2630	The gondola concept is the least environmentally impactful solution with the ability to move the most people. The capacity stated in the proposal seems to be quite low considering that current 3S Gondola technology has the ability to transport up to 5500 people per hour in each direction. Having to park at a remote location and take a bus to the Gondola is not ideal. Having parking capacity at the Gondola base terminal would be a better solution. The biggest thing is to reduce or eliminate vehicle traffic on highway 210 at peak times. The proposed Gondola has the ability to operate in most weather conditions reliably and efficiently. Pairing bus service to trailheads and other points of interest in the canyon could eliminate the need for cars in the canyon and keep the road for emergency response and deliveries. some plan would have to be put in place to accommodate canyon residents. This kind of solution has worked well in Europe for years.	Rich Taxwood	Website
2631	Is there a plan to improve public transit options to get to the canyon particularly from the south west side of the valley. It is difficult to easily get to and up the canyons from say south Jordan, Riverton, herriman area. Basicly requiring a drive to at least sandy. Without having to go 20 mins north out of the way on Trax to then transfer to come back south to then transfer to a bus to be able to get up the canyon an easy east/west corridor to get across the valley would be amazing!	Matthew Rocha	Website
2632	I support the Gondola Plus La Caille Base Station proposal. This option is the most environmentally positive solution for transportation in Little Cottonwood Canyon, and it significantly reduces traffic on Wasatch Blvd., while including parking at the gondola base station. This solution will better accommodate bus travel between transit hubs, and provide a long-term solution to the issues facing the canyon. I do not believe the snowsheds or added lanes will alleviate the problems in the canyon, as heavy snowfall, unprepared drivers and cars without adequate snow tires will continue to hinder on-the-ground travel in the canyon. Additionally, the Gondola solution will greatly reduce the tailpipe emissions from cars, improving air quality in Salt Lake Valley.	Hilary Arens	Website
2633	I am in support of enhanced bus with roadway widening. The widened road will have benefits all year long as it will protect cyclists who routinely use the road.	Clint Hansen	Website
2634	I agree with this plan and would support it	katrina jensen	Website
2635	I support the Gondola!	Chris Rowe	Website
2636	Support this. Makes sense and cuts traffic, accidents and frustration.	Corbin Wade	Website
2637	I vote yes for the change	Mike McDaniel	Website
2638	The gondola seems to me like the best option depending on how avi launches would effect its operations.	Jonah Adeson	Website
2639	I would support the LaCaille Gondola	Drew Butler	Website
2640	Please do anything ASAP!!! The canyon is a nightmare and i miss so many days do to not wanting to deal with Little Cottonwood Canyon. The Gondola @ La Caille Base Station sounds like a feasible option.	Kevin Clyde	Website
2641	This is a great solution and if a train is not an option, then I fully support this. I think a train with snow sheds may be the best long term option though.	Rob Reinfurt	Website
2642	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Megan Totorica	Website
2643	How long will it take to build?	Diana Brixner	Website
2644	Please study the gondola. I am in favor of that option.	Bart Johnsen	Website
2645	Dave Fields, President of Snowbird was spot on for recommending the gondola as by far the best alternative for improving transportation in Little Cottonwood Canyon. No need to go through his reasoning here, but it clearly demonstrates the gondola is the best choice. Critical decision making requires detailed analysis and VISION for the long term future of this area. The gondola is the only alternative that works.	Stephen Trover	Website
2646	As someone who has driven these canyons all my life for both work and fun I am in favor of the gondola for the following reasons: -Riding a gondola is much safer than driving up and down LCC, both in terms of avalanches but also accidents; -Gondola is the cleanest transportation system under consideration. Taking cars, buses and vans off the road reduces emissions helping with Wasatch Front air quality issues ; -Gondola requires far less construction impact on the canyon; -Gondola addresses one of the biggest causes of traffic congestion: traction during snow storms. 3S gondolas run in almost all weather conditions; -Gondola is not impacted by the 64 avalanche paths in Little Cottonwood Canyon; -Snow sheds, which is one of the alternatives, addresses only three of the 64 slide paths that affect the canyon; -Construction of 3,100 feet of concrete snow sheds would be hugely impactful to the canyon and leave massive cement bunkers and tunnels; -As we saw last winter, buses get stuck on slippery roads just like cars; -Snowbird supports tolling to incentivize carpooling and using mass transit in conjunction with a real transit solution; -Snowbird has offered to put more than 1,000 acres of private land owned by Snowbird, including Mt. Superior, along the north side of LCC and in Big Cottonwood Canyon, into a conservation easement if gondola is chosen as a transportation solution. We feel this is a serious solution to a generational problem.	Gray Simmonds	Website
2647	I support the Gondola Plus La Caille Base Station.	Brian Jones	Website
2648	Im concerned that a gondola will only service ski areas and that this plan doesn't take Big Cottonwood canyon into consideration as well.	Brooks Mason	Website
2649	Bus-only traffic similar to Zion seems to be the way to go.	Hadley Lucas	Website
2650	This plan mitigates congestion caused by traffic and creates a better solution to the many problems caused by only two lane road access.	Hadley Lucas	Website
2651	I think we should strongly consider the gondola option however I worry that there will not be enough parking at the base. This option is ideal because it takes cars out of the canyon and hopefully would reduce canyon pollution. We also need to consider that it's more convenient to drive up so there needs to be some incentive to get people to use alternative transport options. I think multiple Bus routes to the gondola and ample parking will be key. Please also consider bringing back the downtown To ski resort bus route	Ivana Grbelja	Website
2652	Please dont widen the road or turn it into a tunnel. Little cottonwood is a treasure and one of a kind. I have worked in this wonderful canyon and grew up skiing/hiking these beautiful mountains. A gondola is the best of both worlds.	Lucas Korbanka	Website
2653	Let's look at the lacaille gondola option	Jay Elliott	Website
2654	As someone who travels from Boston to Utah for skiing as often as possible, having this as an option would increase my travel to Utah as the canyon traffic and avalanche controls often make travel to skiing a risking vacation to plan.	Ethan Wood	Website
2655	the gondola is the only solution that will work in little cottonwood canyon	robyn Seldin	Website
2656	Let's get this built	Andrew Ashton	Website
2657	I fully support the Gondola Plus LaCaille Base Station to alleviate the traffic in LCC. This is the best solution and brings an element of intrigue to an already beautiful canyon that will allow visitors to view the canyon in all its splendor!!	Patrick Bodnar	Website
2658	It's at least worth studying a gondola, right now we don't have any other solution. Dear UDOT, I am in favor of the gondola option for little Cottonwood Canyon. As a once per year visitor I fell the gondola is the best option. Sincerely, Stephen Coyle	Eric Bennett	Website
2659	Great idea, the gondola. I usually stay at the Cliff Lodge but always meet locals who complain about the drive and minimal parking. Plus. It will be like a European resort.	Stephen Coyle	Email
2660	As a long time visitor to LCC I am fully in favor of a gondola plus base station to allow better access to the upper canyon. Please don't widen the road and create more an environmental impact. I would positively leave my car behind and take the gondola. I have visited Utah to ski in LCC every year for the last 35 years and plan to continue as long as I am able. My children will continue to visit and ski long after I cannot. It is our favorite place to ski. Please protect it. Thanks.	Craig Alexander	Website
2661	Please consider the gondola plus la caille base station as an alternative.	Paul Alberti	Website
2662	I support the Lacaya gondola proposal to Snowbird as a resident of over 40 years near the bottom of Little Cottonwood Canyon.	Robert Kirchenheiter	Website
2663	I think the gondola is a bad idea.	Suzanne Mahre	Website
2664	I support the sustainable gondola option for LCC	BRet de St Jeor	Website
2665	Gondola please. Elevated people mover is the best option.	Natasha Plett	Website
2666	Sounds like a great solution. We need to decrease traffic!	Brian Reed	Website
2667	I support the gondola!	Sara Feilbach	Website
2668	My Daughter lives in Midvale and I visit to ski. It is very frustrating to become locked in those long lines on both Little and Big Cottonwood Canyons. Consequently our alternatives for skiing are Park City and Deer Valley. Others may be driven to do that as well. We would prefer to ski locally.	Nick Ptaschinski	Website
2669	I support the gondola project. I do not support widening the road.	SAMUEL PELCHAR	Website
2670	do the gondola	Jen Mijangos	Website
2671	Please pursue the gondola option prior to constructing concrete structures and widening the road.	larry bienenfeld	Website
2672	Support for the Gondola	Lincoln Hoffman	Website
2673	I favor public transit only in little cottonwood	Tyler Klein	Website
2674	support	Aaron Kobernick	Website
2675	We support the gondola solution for Little Cottonwood Canyon!	Jennifer Anzures	Website
2676	I believe that a Gondola would be an excellent and modern way to alleviate the traffic in the Canyon.	Steve Metcalf	Website
2676		Nate Morgan	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2677	Greetings! I support the gondola/LaCaille option.	Jerry Moos	Website
2678	I feel that a canyon pass would be the best thing, so that those that use the canyon can support the maintenance of it. But, since that is not on your list of options, I think more busses would be the key. However, if those busses are only to support the ski resorts, then the resorts should pay the cost for making a bus lane and the additional busses. I use the canyons for other activities along the canyon road; such as, hiking, biking and snowshoeing and would support the taxpayer helping to fund this IF the busses would drop off and pick up along the route. As this does not happen, I am forced to drive my own vehicle and do not feel I should pay for 'skiers only' transportation.	Connie Bain	Website
2679	Build the Gondola plus the proposed LA CAILLE BASE STATION!	Carl Johnson	Website
2680	I support the gondola option.	Caressa Binion	Website
2681	Gondola sounds great	Elliot Lombardo	Website
2682	We support the Gondola	Rich Sherman	Website
2683	Fantastic solution!	Pierre-Emmanuel Gaillardon	Website
2684	I support the Enhanced Bus Option for LCC.	Eric Shmookler	Website
2685	- Powder days have worst traffic. - Gondola project is impressive and will restrict many vehicles - Will Gondola be safer option - What would be the maintenance schedule during winter	Ram Kumar Balasubramani	Website
2686	I am a homeowner at 7430 S. Wasatch unit B4. I am in favor and support of a gondola and base station and stop wasting time on ideas that are going nowhere.	Brian Kluff	Website
2687	I support the gondola and base station.	John Whetstone	Website
2688	please build gondola	mark vidor	Website
2689	Adding more lanes for traffic is not the solution. Especially if you think about what you are looking to solve for. People are driving up there to ski. Let a gondola drop them at the base.	Michael Walter	Website
2690	I support a gondola or train to go up Little Cottonwood Canyon with parking at the canyon bottom for lots of cars.	James Pearl	Website
2691	Any solution so long as Snowbird and Alta pay for it. They are the ones who will benefit financially.	Art Lipson	Website
2692	I support the Gondola Solution. The widening of the road will not address the issue long term and will only add to the pollution and traffic problems	James Edgar	Website
2693	Little cottonwood has enough cars already. Driving is the most dangerous thing we do daily. Any option other than more lanes is a no brainer to me. Thanks for considering options that belong in the future and not building in the past. Sincerely Robert Lindig	robert lindig	Website
2694	I fully support the initiative to reduce congestion in LCC by building a gondola to Snowbird/Alta vs expansion of the road and or more buses.	Jon Last	Website
2695	I support the Gondola option as it will be a much better long term solution to traffic in LCC.	Zach Michalk	Website
2696	I support the Gondola option 100%. Thank you	Tamar Arslanian	Website
2697	gondola would be cool addition to the canyon	Robert Frailey	Website
2698	Please consider leaving the road as-is and researching alternative routes - a gondola would also help get people in/out of the canyon during heavy snows without impacting ability to clear roads of snow, avalanche, etc. Skiers are used to gondolas and this option would expand the experience to the entire canyon instead of just the ski resort itself	Elizabeth Berg	Website
2699	I am in favor of the Gondola Plus La Caille Base Station solution	SCOTT OLCOTT	Website
2700	I support the gondola option	Mike mccabe	Website
2701	This make absolute sense. It's safe, effective, and avoids high traffic up the canyons! Let's start building the gondola!	Winston Hawkins	Website
2702	I support the UDOT gondola option PLUS the proposed LA CAILLE BASE STATION. The gondola PLUS the proposed LA CAILLE BASE STATION would completely eliminate the need to widen the road, add buses or the tunnels. This would be better for the environment, air quality and eliminate traffic issues. I highly support this option.	Clark Morley	Website
2703	I support the Gondola option as it will be a better long term solution to traffic congestion in LCC	Zach Michalk	Website
2704	I support the Gondola + LaCaille Base	Garrett Handy	Website
2705	This innovative solution will help protect the future of our Little Cottonwood watershed and minimize congestion in the canyon...	Brad Walton	Website
2706	Support the Gondola Plus the La Caille Base Station	David Carasso	Website
2707	In strong support of Gondola solution . Fragile ecosystem of Little Cottonwood Canyon cannot support more motor vehicle traffic.	Alex LePage	Website
2708	Love the idea of a monorail, gondola, or train being used to limit traffic in the canyon.	Matthew Bennett	Website
2709	All for the gondola with base station. Little Cottonwood Canyon needs to be preserved as much as possible.	Kirk Moyer	Website
2710	Screw this last minute bs insider la crap gondola garbage. Should not even be considered.	mike springsteen	Website
2711	Please consider the gondola option for improving the current road issues in little cottonwood canyon. Less cars sliding down an icy hill can only be a good thing.	Becky Johnson	Website
2712	All for the gondola. My family has had passes to Alta for years and haven't used them very often because of parking!	Rachel Morton	Website
2713	a gondola/tram/train/monorail is the only thing that makes sense long term. It is inevitable at some point. Cars slip of the road. It doesn't matter what kind of car, but the tires they use. The landslides/avalanches also make a mass transportation system more obvious. Think of how many people get turned down when the canyon closes, parking is at a max and people don't want to deal with traffic.	david krauser	Website
2714	This is a great idea	Dorothy Calo	Website
2715	I made this suggestion 15 years ago not long after moving to Utah. Why has it taken so long to get it done? Also need to restrict the private cars going up & down LCC with limited # of passes that can be purchased from the state via lottery. So many other ways to fix this problem (round trip underground light rail starting & ending at quarry at bottom of BCC).	William CHAPMAN	Website
2716	Please consider this zero emission alternative!	Jeffery Warriner	Website
2717	As a visitor to Salt lake city I was overwhelmed with the traffic issues in accessing Little Cottonwood Canyon. While I rode the bus, the number of personal vehicles was astounding and not sustainable. I recommend that you investigate more environmentally sustainable options for moving guests to and from the canyon. Perhaps electric buses or the Gondola plus La Caille Base station are options that would help traffic and the environment.	Eric Vincent	Website
2718	Look at world class resorts everywhere - this is the best solve - we also need the interconnect from the Wasatch back!	Denis Stewart	Website
2719	I support the solution of building the gondola 100%. There is no better solution. It's safer and more reliable and it saves the environment and the beauty of the canyon!	Amanda Baker	Website
2720	We need to act boldly to preserve the canyons as the incredible assets to our community that they are. The gondola + La Caille Base Station to me is the best way forward. If you widen the road, you'll just get more cars; Utah's population is growing and so is the interest in outdoor activities. Preserving the beauty and natural state of the canyons, reducing air pollution, and reducing avalanche danger are all in the best interest of the public and private enterprises.	Alex Burton	Website
2721	I hope options for families are being considered as although I love the Gondola option, moving multiple children from Bus to Gondola could be difficult.	Jake Stevens	Website
2722	We are in support of the Gondola and LaCaille transfer plan.	Jim Cheryl Fillman	Website
2723	The car approach to Snowbird and Alta and the parking demand are unsustainable and always frustrating. I am completely in favor of the gondola access and base station hubs that will take cars out of the canyon. This is the smart way to do better for all recreation enthusiasts. It preserves a precious natural asset. Please do this!	Charles Pigg	Website
2724	We need a solution. The La Caille base with a gondola would be a great solution!	Charlotte Gonzalez	Website
2725	I support the LCC Gondola + LaCaille Base station solution. As a resident of Cottonwood Heights and one who recreates and works in the canyon, this will have a tremendous benefit to the canyon, associated businesses and community as a whole.	Paul Harmon	Website
2726	The Gondola idea needs to be looked at as a solution to the increased traffic in little cottonwood canyon.	Tracy Anderson-Dawson	Website
2727	I support the gondola option	william fusco	Website
2728	I fully support the gondola!	Kate Crooker	Website
2729	Gondola is the way to go.	Leonard Sperber	Website
2730	Having worked at Snowbird for 12yrs, I have seen the lack of transportation changes. Buses work, I'm in the parking lot with the people tired, sick of UTA not having a simple dispatch desk in the Portico, can't find a @#@\$ bus, AND the drivers refuse to communicate nor get out of their seats. We lost the fight about 7yrs ago when rich people bought 50k cars, gained control, and the bus system didn't react. You will never get wealthy control freak skiers out of those cars, the bus is ugly when UTA 'gets paid by the pound' and stuffs 60 skiers in a bus, talk about social distancing, NOT! People love the bus if it's fast, I ride it all the time and note the attitude. 9400 S to Snowbird in 14 mins mid week is amazing. UTA should have highway priority at ALL times, all turns, the hell with cars that you can't park at the top. The gondola's time was 35yrs ago, and face it, no one skis after April 15. Simple works, always has and only 5% of Utah residents ski as it is!	John Dubock	Website
2731	Please review the option presented by snow bird to help ease the traffic up little cotton wood canyon.	Tess Peterson	Website
2732	I support the gondola concept	Alan Regal	Website
2733	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Preaton Regehr	Website
2734	Gondola! Great idea	Jean Gaines	Website
2735	The Gondola Plus La Caille Base Station should be studied	Jason Sandos	Website
2736	The proposed gondola is an elegant solution to an ongoing, and worsening, condition.	Hank Schiffman	Website
2737	I support the gondola for little cottonwood canyon!	Ainslie Duncan	Website
2738	I think it is crucial for UDOT to explore the feasibility and practicality of a gondola as a solution to the traffic in LCC. One question I have is how many days does UDOT anticipate the availability gondola due to weather, etc. Thanks!	Sarah Shea	Website
2739	Gondola and LaCaille base station seems like a great eco friendly alternative for a place that should be focused on the environment and allowing people to use and visit our beautiful canyons.	Jill Poulsen	Website
2740	I have been skiing at Alta and Snowbird since the 1970s. Part of the valuable experience is the quaint route through the canyon. Changing this approach with a modern road would impact the experience. It is part of the rustic charm.	Robert Hicks	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2741	I support the Gondola option over any road expansion options. It is important to keep the vehicle traffic down and keep the canyon environment as clean and efficient as possible.	Michael Foster	Website
2742	I support the Gondola Option. Reduces Carbon Footprint especially from idling vehicles. Also provides a viable way out of the Canyon when the roads are closed	Bob Carey	Website
2743	I am very interested in learning more about the gondola option and how it will impact.	Katherine Domann	Website
2744	Great idea	Marc Molzon	Website
2745	Gondola makes a lot more sense. While you're at it run one over to Tibble Fork in AF Canyon as well.	Glenn Peters	Website
2746	I support the gondola for little cottonwood canyon! Save the canyon!!	Erika Gonzalez	Website
2747	Most sustainable solution to enjoying the beauty and recreation of the canyon. Look to European gondola/town connections as a model.	Susan Parker	Website
2748	Let's Go Gondola!	James Jones	Website
2749	To widen, or even more difficult, to straighten 210 would not solve all the problems for access to the canyon. This solution is good a very good solution.	Joseph Zazzara	Website
2750	I am a local resident (off Wasatch Blvd) and support the gondola option as the best and most forward-looking long term solution to the traffic problems in LCC.	Leslie Kirschner	Website
2751	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Bridget Booth	Website
2752	I SUPPORT THE GONDOLA UP LITTLE COTTONWOOD CANYON	JIM SCHALLHEIM	Website
2753	I think not only will it help with congestion but during the winter much safer than driving up the Canyon.	Thomas Parry	Website
2754	Have owned and lived at snowbird since 1985, this is the best idea to solve this problem!	Doug Blake	Website
2755	Gondola all the way!!	TJ Hartridge	Website
2756	I support the gondolaworks proposal. The bus system is too slow and inconvenient.	Katherine Yi	Website
2757	Helo, I am a native Utahn and grew up enjoying the beauty of Little Cottonwood Canyon. I now live in Arizona, but still have a passion for skiing Snowbird and Alta and make frequent visits to Utah to continue to enjoy the natural amenities. I would greatly support a gondola plus La Caille base station, especially since I'm not particularly fond of the dangerous road conditions typically experienced during the winter. This seems like a great idea. Thanks for your consideration.	Cynthia Clark	Email
2758	I am all for a gondola. There's nothing worse than an accident in LCC. The fewer vehicles the safer. Plus it's the cheapest over time!	Eric Christensen	Website
2759	as a snowbird pass holder for many years, the snowbird gondola has been shut down many, many times due to weather. (high wind). i Do not think a gondola going up the canyon would work. I would not take the gondola for fear of being stuck on it , in a blizzard or high wind situation.	susan squire	Website
2760	A gondola is the only way to truly reduce traffic and allow skiers to access the mountains with ease.	Will DeLany	Website
2761	I support the Little Cottonwood Gondola w/ the LaCaille Base station!!! Save our canyon!	Michelle Loomis	Website
2762	I am an avid skier and Utah resident since 1992. In recent years, LCC has turned into an absolute disaster. Traffic has ruined the winter experience. The best option on the table now is a gondola service that includes the La Caille Base Station. Not backing up and reconsidering the La Caille Base Station proposal would be a huge mistake made due to purely bureaucratic reasons. A gondola without the La Caille Base Station won't get us ahead by the time it's finished, when accounting for growth. Please consider the La Caille Base Station! It's very clear this is what residents want.	Tim Weber	Website
2763	The traffic to Snowbird/Alta is a huge problem. We often couldn't get on the bus because it was too full, and the backup on the roads were hours long.	Sharon Borglin	Website
2764	I support the gondola station at la Caille. Please don't jam more cars and busses up the road!	Amy Eichner	Website
2765	I support the Gondola plan.	Aprii Zane	Website
2766	I am in favor of the enhanced buses w/ no road widening. This will only work if there are sufficient parking options outside of the canyons.	Michelle Morse	Website
2767	I support the Gondola Plus La Caille base station option	Debra Glidden	Website
2768	Have a bigger parking in the bottom and encourage people to take a public transportation to preserve the nature as much as we can.	Kailana Han	Website
2769	I support the Gondola Plus La Caille Base Station over any other alternative solution to reducing congestion up Little Cottonwood Canyon.	Chris Candilora	Website
2770	I support La Caille gondola. It makes environmental sense for the canyon.	Richard Hafets	Website
2771	I have been thinking for years that a high capacity lcc gondola would be an incredible option and am very excited to hear now that this option is on the table. I believe that a quiet and off-the-ground transportation option would be extremely beneficial the the lcc ecosystem, the broader climate, and peoples safety. Widening the road is only bringing more disturbance, unrest, and danger to an already problematic road.	raif carestia	Website
2772	Our family would love a gondola that went up the canyon. If there was a gondola, we would take it all the time just to see the scenery.	Dave Allbee	Website
2773	I am in favor of the gondola!	Mark Bloch	Website
2774	I think this is a perfect idea!	Jude Zaugg	Website
2775	Keep Little Cottonwood Canyon free from more pollution and traffic. Study and consider all alternatives. Not only for us but for generations to come.	Elizabeth Lippert	Website
2776	With a growing in state population, and tourism playing such an essential role in Utah's economy, UDOT needs to seek out innovative and sustainable solutions to moving people up and down Little Cottonwood Canyon. Cars and Buses are not a viable solution. Please count my as a vote in support of a gondola to efficiently move from the valley to canyon resorts.	James Roberts	Website
2777	I am in favor of the gondola to reduce traffic in the canyon and think only essential vehicles should be allowed up. No day skiers need to have their cars.	Brent Vanni	Website
2778	I support building the gondola, the traffic has gotten out of control and has to be terrible for the environment to have all of those cars idling as they sit stuck for hours at a time!	aaron mason	Website
2779	I support the Gondola and the La Caille Base Station	Spencer King	Website
2780	I support the Gondola Plus La Caille Base Station! Would be an elegant solution that reduces traffic and environmental impacts!	Dan Chow	Website
2781	Gondola! Make it happen	James Scarcelli	Website
2782	great alternative to help decrease raid traffic and keep Little Cottonwood Canyon preserved	brent nixon	Website
2783	I find it crazy that you would would want to have more cars and buses through Little Cottonwood Canyon than gondolas. Why on earth would you want to add so much more congestion to that road??	Kristin Rorapough	Website
2784	Support the gondola!	Marci Kelley	Website
2785	It's a great idea to avoid traffic, snow and lines	Ángel Pérez	Website
2786	Please consider the gondola option! The less cars that we have going up and down the canyon, the better. This will give people who don't wish to drive up in the mess a chance to experience skiing as well, plus less impact on the environment	emily johnson	Website
2787	The gondola option is the best long term and will be a tourist attraction in the summer.	Jorie Colbert-Getz	Website
2788	The Goldola and base station solution for LCC is a terrific solution - less pollution, less impact on the natural beauty and a scenic way to travel. I highly recommend the Gondola idea, I have been thinking of it for years! Please get it done ASAP! I'm a huge fan of all the Utah Canyons! Imagine the view of Little Cottonwood from the sky! Breath taking!	kathryn love	Website
2789	Peace and love! Brandon Bickmore	Brandon Bickmore	Website
2790	Building a cost effective, sustainable, environmentally friendly and safe means to get to the mountain should be first and foremost on everybody's mind. Traffic has become a nightmare.	Jake Doran	Website
2791	I support the gondola plan!	Mark Parry	Website
2792	I like option 2 because a rider road will make it safer year round for cyclists and help during ski season as well	Brooke O'Farrell	Website
2793	Stop expanding roads and increasing our footprint. We need innovative solutions, Gondola Plus La Caille Base Station is possible and a better long term option.	Kellyann Nielsen	Website
2794	I am highly in favor of plans to construct a gondola up S.R. 210 to Alta and Snowbird to reduce congestion, delays due to avalanches, mud slides and car wrecks, and for reduction of auto emissions harmful to the environment. The mountains represent a necessary outlet for the physical, emotional and social well-being of citizens of the Salt Lake City area, Utah and the nation. As more people move to the Salt Lake area for work and quality of life, the importance of the mountains for personal well-being and an efficient and environmentally friendly mode of transport up Little Cottonwood Canyon are crucial.	Bonnie Smith	Website
2795	Gondola Plus La Camille base station sounds like by far the best option. I would use it instead of driving.	Charles Rosett	Website
2796	Gondola Plus with the base station is the sensible solution to Little Cottonwood Canyon's traffic.	Bruce Pohlig	Website
2797	please support the gondola	Kevin walsh	Website
2798	I strongly support the Gondola Plus the La Caille Base Station. This will assist UDOT reach its ESG and sustainability goals. The environment is our only bequest to future generations. Let's do the right thing. Respectfully submitted.	Jose Moran	Website
2799	The Gondola is a much needed solution to the pollution and danger caused by heavy car traffic. Please build the Gondola for a lower environmental footprint, safer travel, and an all around better experience	Kyle Hintz	Website
2800	I support the Gondola. Widening the road would ruin our canyon.	Jon Posey	Website
2801	The gondola plus plan makes tremendous sense as a long-term and more sustainable, eco-responsible way to preserve the Canyon's beauty and health. I support it whole-heartedly.	David Sherman	Website
2802	Road is dangerous and harmful to area. Gondola would make little cottonwood more accesible and environmental	Alec Roslin	Website
2803	The gondola is the way to go. This would be much better for the environment both the land and air.	Rebecca Turville	Website
2804	I support the gondola plan vs. other alternatives to address the traffic congestion and safety.	Liam Thornton	Website
2805	For years I have been screaming about a light rail system up Little and Big Cottonwood Canyons. Now that the Valley has Traks it is a NO BRAINER!!!	Arthur D LEIGH	Website
2806	Sounds like a win win solution !!!	Matt Davin	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2807	I support the gondola plus with the Lacaille base station. The accessibility and the below grade parking make this a very good option, and keeping combustion engine driven vehicles out of the canyon, and out of avalanche paths is a very good idea. Adding buses, and bus lanes only scars the canyon more, and doesn't mitigate avalanche concerns. Building sheds only reduces the avalanche danger in a few select paths. The dangers of icy roads in the sheds, and the reduced light and air quality make sheds undesirable. Increased buses, and dedicated lanes don't alleviate the canyon weather and road conditions, and avalanche danger, And you still need to upgrade parking facilities.	Alan Leekoff	Website
2808	I have been on MANY scary bus rides up and down the canyon, and would feel much safer in a gondola! I SUPPORT THE GONDOLA PLUS LA CAILLE BASE STATION.	Chris Pedicone	Website
2809	I vote for the gondola. Please do not widen the roads to facilitate still more private vehicles and buses; we need to be proactive about reducing our dependency on fossil fuels. The gondola addresses this concern and provides insurance for the future against climate change. We can make these changes now while we have time or in the future when it may be to late and climate change has eliminated the ski industry entirely.	William Catt	Website
2810	please do that Gondola	Becky Johnson	Website
2811	Keep Little Cottonwood Canyon with less cars!	Hartman Nissle	Website
2812	I agree that you need to improve the parking and transportation situation on Little Cottonwood Canyon road. The idea of a transit/car to the bus run to then transfer to a Gondola is not attractive. Either expand the Gondola run to the parking structure or add parking to the Gondola site. If possible, expand the parking at the Gondola base station with a stacked parking or hillside parking to make the process more efficient.	Chris Williamson	Website
2813	I like the Gondola idea for several reason, 1) it is a scenic ride up to Snowbird and I believe would help summer tourism, 2) less enviromental impact, 3) will allow more alternatives to get up to Snowbird.	Anthony Mitropoulos	Website
2814	I believe selecting the gondola option is significantly better for the long-term impact of the canyon.	Kim Wittman	Website
2815	Do!!!!	Stuart Smith	Website
2816	I have been a passholder at Snowbird for 14 straight years and have watched as our beloved canyon continues to get more and more congested with each passing season. What we have come to know and love as one of the greatest ski destinations on earth has become a huge burden on the environment, locals who have lived and played in these mountains for their entire lives and the ski economy in Utah when resorts can't even run to capacity because the canyon road doesn't service the needs of the community or ski tourism. While I can appreciate all the proposed solutions, I don't think any of the options but one will truly cut down significantly on congestion which is particularly bad during weather events when buses would struggle to increase capacity and a widened road wouldn't help much during snow events when the traffic is at it's worst. The gondola seems to be the best possible solution that has been proposed. cutting down significantly on traffic, parking at the resort and pollution. There are gondolas all over europe connecting local towns to the hill and while there is an economic impact of building and maintaining the gondola, over the long run it will cut emissions significantly and clear up traffic. It's also by far the safest way to get up canyon and will not be impacted by the weather in the same way other solutions will. We've been trying to get people to use public transit for many years and while increasing buses might seem like the way to do that, it won't get people to use them just because they are available. My vote goes to the gondola solution.	Ben Givens	Website
2817	I support the gondola option with the lacaille base station. And I support the gondola option overall regardless of final base station options . This is a must to preserve the canyon for the future.	Russ Elbel	Website
2818	I have reviewed the transportation options for LCC and am in strong favor of the Gondola Works option. I would vote to have the Gondola PLUS La Caille Base Station for LCC.	Cristine Tuttle	Website
2819	I have a strong preference for the gondola plus La Caille base station plan. Thank you.	Peter Taylor	Website
2820	There is plenty of road space for travel up and down the canyon. The Gandola Plus with the La Caille Base would be best to reduce vehicles and busses from the canyon and Wasatch Blvd.	Brian Hansen	Website
2821	Please consider the gondola option. Thank you	Maggie Noonan	Website
2822	Gondola works. Make canyon parking a premium.	Scott Carpenter	Website
2823	A gondola sounds like a great plan with multiple benefits.	Scott White	Website
2824	In full support of the Gondola. An investment in the area that will ensure future generations enjoy the land is the responsible investment.	John Keenan	Website
2825	I support the lacaille to snowbird tram	Jim Metcalf	Website
2826	Road widening is a band aid for a problem that will only get worse. It will invite more cars, and degrade the quality of the experience in the canyon. Enabling more traffic is not the answer. Gondolas are a step in the right direction and would provide an actual solution to the problem. Innovation should be sought and gondolas fulfill that.	William Royer	Website
2827	Please study theGondola Plus La Caille Base Station. This seems like a logical solution.	Jesse Crowne	Website
2828	This option is less evasive than the construction of more roads. This with tunnel could E a better option	Mark Schaeffer	Website
2829	Build the gondola!	SAm Evers	Website
2830	I suggest a parking structure down outside of the canyon. And have free shuttles/busses run very frequently. Make it busses only during peak hours and charge cars like \$50 to park if they choose to drive. See how Jackson hole does it-works very well. Needs to be more of a reason for us to not drive up. With the busses the way they are, I and everyone else chooses to drive.	Eric Linett	Website
2831	I support the gondola	Michael Hartlaub	Website
2832	I support the option that gives the canyon more buses and has the least environmental impact and serves dispersed users to the many destinations in the canyon. I believe any solution moving forward should be one that seeks to be ahead of the curve of growth for the coming years. It should also be a solution that seeks to lower people driving in the canyon year round. Buses are the best place to start. They can be used to transport people to many destinations in the canyon and not just the ski resorts. I do not support a gondola that only serves the elite few who are able to ski in the winter and only drops people off to the resorts. Such use of taxpayer money is disenfranchising low income families and does not provide a year round solution to the impact and traffic the canyons are seeing.	Matt Bongard	Website
2833	more lanes on wasatch blv is not the answer. I support the La caille gondala plan	keith parietti	Website
2834	The gondola connection would be a huge increase to overall visitor safety by eliminating vehicles off the road to the resorts. Additionally the gondola would be a better benefit to the environment by reducing the carbon footprint in the canyon.	Joseph Yuhas	Website
2835	I would like to support the idea of a gondola with a base station and parking garage. Most ethical, most environmental friendly, most local friendly. Please do not widen the canyon roads. I have lived all my 30 years of life in this valley. Gondola is the answer.	Andrew Herrin	Website
2836	In support of the Gondola	Kylee Maxfield	Website
2837	As a long-time Alta skier, from personal experience it seems that one of the root causes of congestion is the merge where 209 and 210 meet by the LCC Park and Ride lot. I've anecdotally confirmed this using traffic data from Google. Using these data, it is easy to see that traffic speeds are greatly reduced after this merge point. To alleviate this, I would propose amending the enhanced bus proposals by including the following: close 209 between the light at the intersection of Wasatch Blvd. and Little Cottonwood Rd. to the 209/210 merge allowing only buses and local traffic through on busy ski days. Buses would get to bypass congestion on 210 and essentially "skip to the head of the line". At the merge of 209/210, buses would re-integrate with traffic through LCC to Alta/Snowbird. This will have a two-fold effect of eliminating the congestion bottle-neck of the merge and incentivizing bus ridership. It seems that this would be a cost-effective solution as it involves no construction and only UPD officers to close the small section of road.	Joshua Spuhl	Website
2838	To whom this may concern, We must create better and more sustainable transportation system to Cottonwood Canyon, that would be to build a gondola. This transportation would create less emissions then building a larger road for more cars to travel up the canyon. We want to create a transportation system that for generations will allow patrons to enjoy the great outdoors without hindering the beauty of it. We must do all we can to protect our forests for the future of Utah. Thank you, Caroline Kliss	Caroline Kliss	Website
2839	Anything that keeps commuting cars, except employees, out of the environmentally protected Wasatch mountains is a good thing.	Vinca Jarrett	Website
2840	I agree I would love a gondola having worked for a shuttle service it was a nightmare getting to and from the resorts	Andrew Griffin	Website
2841	The gondola is the best option for canyon traffic.	Spencer Bierman	Website
2842	Salt Lake City has long been known for its commitment to sustainability and incredible public transit for a city of its size. The Gondola proposal in LCC would continue/improve upon both of these-it is the best option for the environment and for anyone trying to access LCC, especially during the winter. It is also the safest option, since it would allow access to the canyon even during severe winter weather.	Brooke Sinnen	Website
2843	This is horrible, we live here to get away from people not put in a highway to allow more. The canyons are already overcrowded, this has led to graffiti and trashing the place. We don't need more people, we don't need more lanes!!!!!!	Gediminas Grazulis	Website
2844	Little Cottonwood Canyon is a unique geographic and geological asset for the County and State. Skiing is a wonderful benefit for all to enjoy. Driving cars on roads consumes enormous space, dramatically degrades the very beauty that brings people to the Canyon and by widening the road system will only encourage more people to drive. The only long-term visionary solution is a gondola from the base of the Canyon. Let the special journey begin at the base of the Canyon.	Carter Bravmann	Website
2845	Please implement the gondola system for little cottonwood canyon	Dean Ellis	Website
2846	I ski at snowbird/alta, and have for many year. I live in Sandy Ut. I support the Gondola with base at LaCaille. It would be a very welcome alternative to the traffic. I would appreciate serious consideration of this idea.	Julie Maxwell	Website
2847	As a Utah resident and skier for my entire life of 22 years, seeing the traffic increase has been hard to watch. More than easy access to the ski areas, myself and locals alike think that preserving the natural beauty and habitats of our home should be the number one priority. With that said I am in strong support of the gondola option. Widening the road only means one thing, more cars . If anything it will make the traffic problem worse. I ask that you please consider the option that is best suited for the environment, for that is why we are all going up the canyon in the first place. Thank you for hearing me!	Jack Anderson	Website
2848	Cottonwood is too much of a resource to loose by lack of action and bad planning.	Frederick Zimmer	Website
2849	Please build the gondola	Monica Balogh	Website
2850	Gondola works!!	Hatty Ostrowski	Website
2851	I support serious consideration by UDOT and interested parties of the LCC gondola option. As an IKON pass holder and regular user of LCC , I would use the gondola.	Richard Fugate	Website
2852	Please consider the LaCaille option. Resorts in Europe have similar working solutions. I've personally experienced and loved them.	Sherry Keene	Website
2853	We need mass transportation in the Canyons; nonpolluting vehicles; and metered access to lessen the impact from too many users at one time. Of the three you have proposed the gondola is the best option. But better than all of these is a train: Close the canyons down to Cars Build a train that runs on Electricity Run the train in a loop going both ways from the Airport, up Little Cottonwood, through the Solitude mine Tunnel, over Guardsmans, Through Park City, Back to the airport. This would connect all of the Wasatch resorts + Park City. The train line could be buried to avoid avalanche issues. Would create more Backcountry skiing. By using electricity it would become a greener solution as the grid gets greener. Allows for massive parking lots in the valley away from the canyons. Allows for people to utilize lodging and nightlife in Park City while still being able to ski the cottonwoods.	Barry Nash	Website
2854	Run the train in a loop going both ways from the Airport, up Little Cottonwood, through the Solitude mine Tunnel, over Guardsmans, Through Park City, Back to the airport. This would connect all of the Wasatch resorts + Park City. The train line could be buried to avoid avalanche issues. Would create more Backcountry skiing. By using electricity it would become a greener solution as the grid gets greener. Allows for massive parking lots in the valley away from the canyons. Allows for people to utilize lodging and nightlife in Park City while still being able to ski the cottonwoods.	Cynthia Yeo	Website
2855	I think the gondola is better than widening the road. Less traffic on the road, more environmentally sound, and less susceptible to avalanches. Folks do not have to have as many 4 wheel drives and SUVs.	Michael Torres	Website
2856	i am a frequent visitor from out of state to ski. even though i now only use public transportation, i see the need for more help - it is horrible to try to get to a destination and be dead in traffic for hours, even when sitting (or standing) on a bus.	tobin kent	Website
2857	The gondola plan is better in every way. It preserves one of the gems of the Wasatch front, reduces pollution, and is much safer than driving up the canyon. Not only is a gondola the right thing to do, it is the smart thing to do.	Kade Lovelridge	Website
2858	This innovative option should be studied!	Jonathan Allen	Website
2859	I think the gondola is a great idea	Marissa Feigley	Website

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2860	I am 63 years old and from North Carolina. I have been enjoying the Little Cottonwood Canyon for 47 years coming all the way from NC. Be smart about any decisions that would change / jeopardize this beautiful place.	John Frazier	Website
2861	Fantastic idea on so many fronts!	Mark Naccarato	Website
2862	I support the UDOT GONDOLA OPTION plus the proposed LA CAILLE BASE STATION. I spend two weeks a year at Snowbird. Please improve reliability, mobility, access and safety while also protecting the natural beauty of Little Cottonwood Canyon and our climate!	Debra Minard	Website
2863	I support building a high capacity gondola rather than widening roads and building tunnels in LCC.	Jack Gambassi	Website
2864	Avery good idea	Charles Whelan	Website
2865	Sounds like the gondola is the best option.	Kendall Goodman	Website
2866	I support this	Brian Bruck	Website
2867	Supporting the gondola!!	Amy Steele	Website
2868	I support the gondola plus la camille base station option.	Grover Moss	Website
2869	I would like to vote on supporting the gondola work project and protect little cottonwoods.	rafaela peterson	Website
2870	Please put in the gondola, this is the beat solution!	Danielle Hess	Website
2871	Gondola	Kyle Whipperman	Website
2872	I support the gondola plus at La Caille base station.	Lib Montoya	Website
2873	This needs to be done	Daniel Thorne	Website
2874	The best long term solution seems to be option 2, widening the road in LCC with enhanced bus service. That would be my vote. Regardless what is ultimately chosen, snow sheds are a must as many of the delays in the canyon are caused by road closures. Even if the tram option is chosen, food trucks and other services need to access the canyon. Initially I was thinking the tram option up the canyon would be ideal, but after looking at the travel time, and thinking about carrying my 4 & 6 yr kids and ski gear to and from the tram, I figured I would never use this option. It may service adults, but is not a good option for family's with small kids.	Jonathan Hintze	Website
2875	Save Little Cottonwood!!!	Jeff Cooper	Website
2876	I support the addition of a gondola to reduce the amount of vehicular traffic and the need to spend millions more on roadway expansion. It's the economic right decision.	Ed Ireson	Website
2877	Enhanced bus seems better. The gondola option, use still have to get on a bus.	Joe Hiti	Website
2878	Good long term solution. Should start by charging none Sandy City residents to enter canyon	Cort Hutton	Website
2879	The gondola is much more beneficial to the environment and can help eliminate canyon closures. This is the solution!!	Ella Thomas	Website
2880	A electric-powered gondola makes it possible to use renewable energy for access to the canyon. This is a forward-thinking project using appropriate technology to remove cars and buses from beautiful Little Cottonwood.	hugh mcernan	Website
2881	It would be in everyone's interest to minimize impact to the environment, reduce traffic, and provide a safer travel alternative. The gondola makes sense to accomplish all of these goals.	Eli Gruber	Website
2882	I vote gondola	Dylan Cray-Kaden	Website
2883	The gondola is clearly the best option for the environment. The base station should have a parking garage.	Ty Leverty	Website
2884	The gondola is a way better option than adding more lanes. It is possible to love a place to death. Lets keep the cars out and maintain the cozy feel of our canyons.	Gediminas Grazulis	Website
2885	I think the Gondola is a great solution to the traffic issue at the most effective cost. It will also create a more tranquil experience with a lot less cars and traffic in the canyon.	Ben Jenkinson	Website
2886	I support a gondola concept way more than a larger road... Multiple studies in traffic flow note that more options, rather than more lanes on an existing thoroughfare is better for increasing flow, rather than just congesting even more traffic into a single route. Plus, the smog and pollution of more cars in the valley isn't good for anyone.	Brian Shinnick	Website
2887	The Gondola Plus La Caille Base Station is overwhelming the best solution to this issue.	Steve Mann	Website
2888	Get cars out of the canyon!	Joe Gotshall	Website
2889	I 100% support the La Calle gondola base station plan. It has a lot of costs up front but will be SO worth it for the community, the skiers/riders, the resorts and the environment.	David Lean	Website
2890	I am in full support of the Gondola versus road widening bus lanes. I believe that road widening will only lead to more car and pollution.	John Esposito	Website
2891	I support the gondola over the road	Connor Doyle	Website
2892	Please study alternatives to the current road situation up Little Cottonwood Canyon. The current situation is not safe.	heather may	Website
2893	This gondola will improve the lives of everyone in the salt lake valley!	Tyler Ho	Website
2894	Great idea	Carol Wrenn	Website
2895	I'm for the gondola!	Brian Shaw	Website
2896	I support LaCaille base station and gondola project. Please preserve Little Cottonwood Canyon.	Kae Erickson	Website
2897	I think both a gondola and more buses is the solution. For now, if you doubled buses and started earlier in the day it could cover your needs until the gondola is built. The auto traffic is getting untenable as you know.	Casey Poe	Website
2898	DO NOT DO THIS>>>!! NO to the GONDOLA!!	Jody Jacobs	Website
2899	Its by far the best solution and lowest cost solution. Anything that produces more cars in the canyon is the opposite of the goal. I think this will be seen as a unique, fun and exciting of which the skiing in Utah will become known for.	Kevin Reynolds	Website
2900	It's time to reduce canyon congestion and start thinking about the environment long term. Close the canyons to cars.	Patrick Quinn	Website
2901	Gondola!	Katie Park	Website
2902	I am a long-time Snowbird skier and fully support the gondola plan! Little Cottonwood traffic has become unbearable to the point I am going elsewhere to ski.	JJ Haglund	Website
2903	This canyon along with big cottonwood are impossible to get up to on weekends during the winter, a gondola would allow much better travel and a much more eco friendly efficient way to get up the canyon	Koby Cutler	Website
2904	The gondola option is the best option because the gondola can run in harsh weather. During harsh weather the buses will be stuck in line with all the other cars.	Brodie Reid	Website
2905	I like the idea of lower environmental impact, however I'm uncertain the claims of the LaCaille gondola are making in suggesting this is the lowest impact option. A gondola would reduce the visual beauty of the Canyon far more than a wider road. Incorporate electric buses, free EV charging and free EV premium parking spots at Alta and Snowbird. Please do not add tolls to use the Canyon, or parking fees at either resort. This nickel and diming approach is unappealing and will drive tourists elsewhere. Focus on efficient and diverse transit options, many of us enjoy driving our own cars up the Canyon! Thank you.	Geoff Lay	Website
2906	Gondola. Only reasonable option.	Ben Poirier	Website
2907	I moved to Utah from Southern California a few years ago, for many reasons. One of the main reasons is the memories I had skiing Snowbird and Alta annually with family. It would be unfair not to make this gift as wide as possible. Utah needs to aggressively improve access to the mountains and this is a permanent way of getting it done.	Clifton Cates	Website
2908	The idea to build a gondola to go up little cottonwood is an incredible idea. The traffic going up and down is awful especially when the weather is bad. This is a great alternative!	Alena Han	Website
2909	Great idea do it thank you	Davis Factor	Website
2910	I support the la caille base station and parking proposal as well.	Andrew Herrin	Website
2911	I've seen this system used all throughout Europe, especially the Swiss Alps. It's a win, win for all involved.	Camela Hall	Website
2912	Why would we make room for more cars when the resorts are already packed with our current situation?	Henrique De Agostini	Website
2913	Gondola! Gondola! Gondola!	William Yocom	Website
2914	I support the GONDOLA PLUS LA CAILLE BASE STATION option	Frederick Eisenbiegler	Website
2915	i think the gondola is a great sustainable way to improve traffic in the canyon.	gabriel sherman	Website
2916	Hi we ski at Snowbird every year. We love the resort and this canyon. We feel the gondola is the safest and most affordable way to ensure we can safely get up and down the canyon. Even in bad weather	Emily Fisher	Website
2917	I support the gondola! It's the best long term solution. The other solutions will need to be re-examined in 10 years and the gondola will be inevitably built anyways because of this. Just build it now.	Paul Vatterott	Website
2918	This would be great, both in terms of traffic and in terms of safety. Thank you for considering it!	Jason Miller	Website
2919	I am I'm support of the Gondola Plus the proposed LA CAILLE BASE STATION.	Joshua Lander	Website
2920	I think it's a great idea! Of course, the thought of losing the privacy, flexibility, and individuality of driving up in my own car or with a friend makes me question the gondola. But due to changing times and what's best for the canyon and safest for all is to probably put the gondola in.	Jason Kurant	Website
2921	Gondola	David Lee	Website
2922	I am a student at the University of Utah, and skiing has always helped my mental space and made me a better student. The logistics of skiing in the SLC area get tricky primarily because of transportation. Traffic makes skiing a much greater time commitment. Because of the logistical and environmental advantages, I fully support and encourage a gondola that goes up the canyon.	Isaac Morris	Website
2923	I am opposed to a gondola in LCC. It's too slow, has too few stops and is too costly. Locals won't ride it; only tourists. I am in favor of added UTA bus service and adding one additional dedicated bus lane (flex for up/down hill traffic) between the mouth and Alta; and that can be possibly used in the summer by bicycles and pedestrians. That is all.	Ron Barness	Website
2924	I support the Gondola plus La Caille Base plan. I have been traveling to Snowbird/Alta for over 40 years. Little Cottonwood Canyon has a special place in my heart. It is where I bring my family to recreate and recharge. It is clear that something needs to be done to preserve the Canyon from increased damage due to high level of car and bus utilization. The Gondola+La Caille Base seems to be the least damaging, most positively impacting and in the long run most economical solution. Please vote to move forward with the Gondola+La Caille Base proposal.	Rick Franz	Website
2925	Support gondola	Anne Rassiga	Website
2926	Hello! I would like to voice my thoughts and support for the The Gondola Plus la Caille Base Station. Little Cottonwood Canyon needs to be preserved for future generations and I believe by minimizing the amount of cars in the canyon is safer for patrons and the environment. I'm excited to see this project come to fruition! Thanks and stay safe!	Lo Jones	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2927	We got lucky this year when, in early March, traffic was light. Normally, coming up the canyon is a frustrating experience, like driving the 405 freeway in LA during rush hour. The gondola will be an enhanced experience and a clean solution vs thousands of motorized vehicles polluting the canyon air.	Nick Shauer	Website
2928	I am in support of building the base station. No more Little Cottonwood road and tunnel development please, it's not worth the environmental tradeoff.	Michael Young	Website
2929	The UDOT gondola option PLUS the proposed LA CAILLE BASE STATION is the best option.	Ronald Renz	Website
2930	Please consider the alternative transportation: bus for hiking and skiing, or a gondola to alleviate the traffic in Little Cottonwood Canyon. Thank you.	Lauren McKeever	Website
2931	I support the gondola plus La Caille base station as another alternative as well as Alta's proposal for gondola plus expanded parking at the bottom of LCC.	Nancy Allen	Website
2932	Please find some alternative to more traffic in the canyon. If a gondola is the best option, do that.	Joel Reeder	Website
2933	I am in support of the gondola alternative, especially with the La Caille base station option added. As a frequent user of the canyons in Utah in both summer and winter, it would be great to have this type of alternative option to reduce the number of cars and buses up the canyons. We would use the gondola to take family, friends, and visitors up to see our beautiful canyons. We are really opposed to widening the road as that option would take away from the scenic option and provide the most destruction of the mountains, greatest impact on watershed, and just increase the demand for cars to go up the mountain. We also support adding a toll for cars to encourage the use of the gondola as a more environmentally friendly option.	Gregory Murphy	Website
2934	I fully support the gondola up little cottonwood canyon. I believe this is the best long term solution to help with traffic and congestion. More busses will honestly just create more congestion especially on heavy snow days!	Kelly Carpenter	Website
2935	As a visitor only, and not a permanent resident, I can say the beauty and other unique qualities offered in Cottonwood Canyon will be negatively impacted by either road widenings or tunnels to alleviate traffic and access. Please address these concerns and true issues through the execution of a large gondola plan, which in itself will draw visitors and further make the region a unique blend of the outdoors with urban proximity.	Kevin Smith	Email
	Best regards, Kevin Smith		
2936	I am writing in strong support of a gondola system with increased bus service. I believe strongly that the gondola system will be the most safe and efficient way to move patrons up and down the canyons year round. The gondola system also is the most environmentally friendly options, and it will reduce emission omitted from vehicles. If, and its a strong if, the bus system needs to be expanded, please make the busses more environmentally friendly (electric or natural gas).	Zach Robinson	Website
2937	I think ticket sales should be limited. More people in the Canyon isn't the answer. I don't like a Gondola, this doesn't address traffic issues at the mouth of the Canyon. The La Caille option is as traffic blocked as the current park-and-ride that is not longer in use because buses couldn't keep a schedule due to traffic jams.	Brandie Arko	Website
2938	I support the initiative for the gondola and base station as a way of helping traffic congestion in LCC.	Ryan Johnson	Website
2939	I love little cottonwood canyon and want to protect it. I support.	Wendy Williams	Website
2940	This last ski season I was a season pass holder at Brighton Ski Resort. At the beginning of the season, I was turned around once as I apparently didn't have proper tires (I did), and several times I couldn't find parking at the resort. The trip up and down the canyon was treacherous, to say the least. I'm sure the situation was similar in the Little Cottonwood Canyon. I think a gondola would be if not the perfect solution but at least a step in the right direction towards improving the ski experience. The additional environmental benefit is just a bonus. Please, at least take time to explore this option.	Aladin Hadzikadunic	Website
	Thanks.		
2941	I FULLY support the widening of the Little Cottonwood Canyon road as well as the widening of Wasatch Blvd. The cost, inconvenience, and unsightly cable system of the proposed Gondola system would make it a much less than ideal solution. PLEASE widen the road to resolve the problem and build additional parking structures at Snowbird and Alta. Thanks!	Robert Whittle	Website
2942	I support the Gondola Plus LaCaille Base Station rather than expanding roadways up the canyon and Wasatch blvd.	Jemmy Buchanan	Website
2943	This is a great idea to reduce traffic congestion and improve the already rather ugly air quality that is Salt Lake City. I support the creation of the gondola for Skier accessibility and traffic reduction thru little cottonwood canyon, as well as for summer activities!	Hilary Merz	Website
2944	Problems are not solved with repeatedly approaching the issue with the same solution. Problems are resolved with an innovated approach. The Gondola solution is necessary per the solution focuses on removing the bottleneck entirely.	Peter Waldo	Website
2945	Support gondola	Mary Jo Grant	Website
2946	As a Snowbird ski enthusiast and part-time employee of the resort, I wholeheartedly support the proposal to create a parking alternative and gondola transportation option to mitigate the archaic transportation system currently in place. Having witnessed the congestion and natural delays, simply adding UDOT routes and / or widening the road does a long-term disservice to proactively addressing the next decade plus and the obvious growth which the area is going to incur. While the proposal may have a higher economic cost today, I believe the investment in our transportation infrastructure and our quality of life will be the most economically sound alternative. It should be enacted and move forward as quickly as possible.	John Thomas Nelson III	Website
2947	I'm not opposed but think we need to see how this pandemic has truly effected the industry before we pour this much money into this big job. It is a huge expense that needs to be carefully considered and fit the budget not exceed it.	Margo Cowley	Website
2948	We support the gondola!	Kristen Blain	Website
2949	PLEASE!!! We have skied up LCC for 20 years. The last 3 years have become UNBEARABLE with the traffic, increased people, and lack of parking. We don't need MORE cars up there!!!! PLEASE. The Tram not only makes sense for the traffic, but would it not serve as a viable evacuation plan in the event of fire? And it would not be effected when an avalanche crosses the road. It works for the rest of the world.	Michele Bergman	Website
2950	I support the gondola.	MARIE MARSTON	Website
2951	what a great idea to diminish traffic congestion and save the canyon	mark rosen	Website
2952	I fully support the Gondola Plus La Caille Base Station solution. I am a local resident who lives off Wasatch Blvd, and ski around 50 days per year, and would love a better way to get up to Alta and Snowbird.	Robert Kirschner	Website
2953	Please consider the Gondola option over widening the road.	Scott VanVoorhees	Website
2954	I think the gondola could be a effective way to cut down on car traffic/pollution. Another way would be making cars pay to park either for the season or daily rates. This would encourage carpooling and would incentivize actually using the gondola. Secondly, riding the gondola should be affordable. Not a way to make more money but a way to get more cars off the road and minimize congestion and environmental impact. Pricing to ride the gondola should be included in season pass, or give people annual pass option. Or even reasonable day rates like bus fair not like ridiculous overpriced scenic gondola rides. Locals aren't going to pay too much.	Gabriel Herr	Website
2955	This is critical to alleviate the traffic and to preserve the best location in the world!	Jake Horstman	Website
2956	As a frequent visitor to the Salt Lake City area, I cannot even begin to describe how wonderful it would be to have access to Little Cottonwood Canyon ski areas via a Gondola. It would provide extra incentive to keep cars off the roads, resulting in fewer emissions, less traffic, and a decrease in car-related accidents. Both visitors, locals, and the planet would greatly benefit from this addition, and Little Cottonwood Canyon would be a leader in the country for sustainable solutions in ski travel. I am in complete support for this project and hope to see it come to life.	ERICA AARONS	Website
	I strongly advocate for the gondola plan. I believe it will have the greatest long-term benefit for the community, the health of the canyon, and the people who access LCC for recreation.		
2957	By definition, a gondola will reduce traffic, pollution, and congestion. It can be installed along the existing roadway, limiting negative environmental impact and reducing the amount of new construction required. It can be safely operated in any weather condition (except extreme winds) and will not be impacted by avalanches, heavy snows, or other factors that currently close the road.	Dotti Gallagher	Website
	Once the gondola is installed, the LCC highway can remain open as-is for emergency and public safety traffic, residents, or employees.		
	Finally, adding gondolas up LCC would demonstrate to other communities that innovative public transportation options are the most responsible choice for the future. LCC's gondola would create one more reason for locals and visitors to enjoy all our canyon has to offer.		
2958	Would rather use this than drive myself.	Tony Qamar	Website
2959	Support the gondola!	Daniel van der Merwe	Website
2960	Good idea	wilson harrell	Website
2961	eliminate the traffic up Little Cottonwood Canyon.	Greg Mainis	Website
2962	I support the Gondola option because it is the most forward-thinking solution that allows ready access and protects the ecosystem of the canyon. It would set apart the region's creativity and commitment to long-term solutions. thanks for this forum to express opinions.	Jay Riley	Website
2963	After reviewing the summary of options, I believe the best option for all Utah's is the gondola. The key is less pollution, less cars. The gondola makes the most sense.	Tom Kurilich	Website
2964	I support the gondola option in Little Cottonwood Canyon and increased bs service until the gondola is complete.	Leandra Bitterfeld	Website
2965	I support the LCC gondola option for environmental and efficiency reasons.	Troy Murphy	Website
2966	I support the gondola idea.	Dan Winegar	Website
2967	I support relieving congestion with a gondola and parking hubs	DENNIS THURMAN	Website
2968	Please adopt and pass the gondola option for Little Cottonwood canyon. I visit LCC w/ my family a few times per month, all year long. Traffic is out of hand and it prevents some from even visiting the resorts up there. The gondola would not only relieve traffic and congestion, continue operation during an avalanche (rather than a total, complete canyon shutdown!) but would also be an attraction to bring more skiers and visitors to the resorts! Be bold and lead. Lead the world in showing how we are willing to do big, innovative things to solve problems here.	Dustin Brohm	Website
2969	I support of the Gondola Plus the proposed LA CAILLE BASE STATION to improve reliability, mobility, access and safety while also protecting the natural beauty of the Wasatch Mountains and our climate. Let's do it!	Michael Mell	Website
2970	As a frequent LCC user, I think that an enhanced bus system without a road opening is the best choice to help alleviate traffic congestion in and around the canyon. This option will benefit people traveling to resorts and those backcountry recreating.	Anna Deleray	Website
2971	Please study this and find a solution to the nearly impossible combination of weather/traffic that plagues LCC every year. I've lived here for 25 years and the situation has gone from hassle to challenging to what is now virtually impossible. There has to be a better solution than all those cars idling as they crawl up the mountain in difficult weather.	Todd Wilcox	Website
2972	I'm highly supportive of this. The morning traffic in LCC is not workable	Joel Katz	Website
2973	Please build a gondola. This is the most effective way to resolve this problem	Jason Chandler	Website
2974	Let's research the gondola option!	Patrick Kunkel	Website
2975	Build new long Tram from bottom to Snowbird.	Philippe Montalette	Website
2976	Any alternative than more gas emitting vehicles going up and down the canyon should be evaluated and not discounted out of hand. Neither, however, should it be accepted just because it offers "hope." Whatever remedial action is taken, it needs to work and work holistically not across one dynamic. We should be in no hurry to make a mistake. Thank you.	DEAN MACOMBER	Website
2977	Keep little cottonwood canyon preserved.	Jennie Williams	Website
2978	We support the Gondola Plus La Caille Base Station!	Jacqueline Lunt	Website
2979	I am in favor of a Gondola to take skiers up the canyon.	Richard Service	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
2980	A free, high-speed gondola is a brilliant idea that is long overdue. Towns all over the Alps of Europe have used this to great success. Utah can too.	Jared Zaugg	Website
2981	Gondola FTW	Kyle Fujikawa	Website
2982	As a tourist from Canada, I spend 10-14 days a year skiing Utah and love every minute of it. A combination of traditional motor transport with the gondola project seems a great solution to LCC congestion. Beyond the reduction of vehicles on a tricky mountain road, you'd have an increase in employment during the construction and after, yet another reason for people like me to visit the canyon in all seasons and provide a means of egress in all weathers for people whose down-canyon life requires them to be out during inter lodge conditions.	Mark Duncan	Website
2983	I support the gondola project	Tracy Burton	Website
2984	I'd like to advocate for the Gondola option. I believe it's the best overall option with the least impact to the canyon and smallest long term maintenance cost.	Jared Draper	Website
2985	I'm in favor of the gondola solution for LCC traffic problem to solve ...	Kirk McMullin	Website
2986	Hard no. This is a total waste of money and effort. There are better ways to address two businesses needs. Get ride of Ikon pass at these resorts for a start.	Leslie Kovach	Website
2987	Difficult to support gondola option without more info. related to what will incentivize it's use. Will there be long lines at peak times that will discourage use and people still end up using the road to avoid. Apologize if I missed it, but what is the capacity of the proposed gondola per hour. Has the option of increased bus usage with significant parking fees at the two ski areas been modeled to reduce the carbon footprint. Has what Solitude done with parking been taken into consideration. How about the reduction in CO2 from converting buses to CNG? Prior to investing millions in a gondola and still ending up with significant up canyon vehicle traffic would be a mistake.	Robert Schnitzler	Website
2988	Need to get cars off the road	Tyler Aldous	Website
2989	Do the gondola!	Sam Staten	Website
2990	I think this a great idea, not only helping local residents but allowing tourists an alternative to take in the canyon and view.	DOUG TURNER	Website
2991	Would love this idea as long as we have plenty of parking at the bottom. Maybe multiple sites with little people movers bringing everyone to the base gondola	Greg Rodgers	Website
2992	Gondola Plus La Caille Base Station is a great solution to current and future traffic congestion in Little Cottonwood Canyon.	Tom Morgan	Website
2993	All around win!	Robert Wantowski	Website
2994	Please consider the Gondola plus option.	Tammer Attallah	Website
2995	I am in favor of the Gondola with parking at a base station near La Caille.	John Dabler	Website
2996	We don't need a tunnel, more traffic, and other intrusive ways of destroying this beautiful country! Enough of this!!	David Semenov	Website
2997	Please give serious consideration to the Le Caille gondola station solution to LCC traffic. I for one skied less this past winter (prior to three pandemic) because the traffic was such a hassle. And I already take the ski bus. Thank you.	Robin Richards	Website
2998	I would prefer to see lane widening to 3 lanes that are directional, i.e. 2 lanes up in the morning, switched to 2 lanes down in the afternoon. Better enforcement of chain law further down the valley would help. Gondola is definitely out. Go to Sunshine Village in Banff, it sucks because of the gondola.	Daniel Pierce	Website
2999	A free, high-speed gondola in Little Cottonwood Canyon is a brilliant idea that is long overdue. Towns all over the Alps of Europe have done this to great success and Utah can too. Not only is it more cost efficient in the long run, it will greatly reduce pollution and congestion, and even bring in additional revenue to local and county businesses because it will be a tourist draw in itself. I say "yes!"	Jared Zaugg	Email
3000	I support the gondola PLUS La Caille station option for Little Cottonwood Canyon.	Brandon Schelin	Website
3001	I think it will help reduce traffic without having to make the road different	Ashton O'Farrell	Website
3002	I support the Gondola initiative as an alternate solution to reducing traffic in Little Cottonwood Canyon.	Greg Dowling	Website
3003	Put in the gondola please	Dan Garringer	Website
3004	The gondola option looks great and more cost effective and will protect the canyon. Seems like an excellent choice for the skiers of Utah.	Mary GALLAGHER	Website
3005	The Gondola / La Caille station has my support	Dale Munoz	Website
3006	Make skiing fun again! Locals shouldn't have to stress about getting to and from the hill. Plus, getting more cars off the road means safer roads!	KELSEY MIREHOUSE	Website
3007	I support the gondola project	Tracy Burton	Website
3008	In support of gondola.	Emily Speicher	Website
3009	After studying the proposals I believe the gondola with the la cais makes the best choice both economically and esthetically and urge its consideration.	CHARLES PARKER	Website
3010	I fully support the new gondola and LaCaille transit center option for reducing traffic in the canyon.	Sarah Metcalf	Website
3011	Gondola all the way - it has capacity and wow factor which will probably get riders on. Reducing parking capacity is an excellent idea. As long as people know that they can park on road or other potential areas, they will always choose car over bus or gondola or whatever. Until we restrict parking capacity, reward carpools, and enforce parking restrictions, people will continue to roll the dice on finding a parking space. There also needs to be better communication and notification to the public about canyon closures - either due to weather OR capacity issues, way way before people hit exit 6 on I215.	Erica Reifenberg	Website
3012	Gondola Plus La Caille Base Station is the best solution to preserve Little Cottonwood Canyon and offload traffic and parking issues during winter (but also summer) season! Thanks!!	Anna Maslach-Hubbard	Website
3013	Sounds like a fantastic option and I'm ready for less traffic in the canyon!	Taylor Howe	Website
3014	I believe a gondola in little cottonwood canyon in the only way to help protect the canyon, provide access and ensure people's safety. Thank you.	Ryan Williams	Website
3015	I like to drive my vehicle. have 2 lanes in the morning going up and 2 lanes in the evening going down.	scott fakler	Website
3016	I support the gondola alternative. It would be an attraction to Utah skiing rather than more paving of LCC or putting drivers in one of our prettiest places into a tunnel.	Jon Liddle	Website
3017	Further, I would be inclined to take a gondola as a positive part of the days experience but would not likely take a bus to the top.		
3017	I think these are all lackluster options determined to keep greedy pockets lined while the experience of the guests continues to deteriorate. Very sad that more money is being valued over people. Notice I said more money, because I understand money is a necessity for a business and a community to thrive, however, there is a tipping point when it comes to greed, and sadly the organizations involved have passed that point.	Dan Candidi	Website
3018	Strongly support the gondola option. Least environmental damage, economical, probably fastest to implement, keeps more polluting vehicles out of canyon, safer, and more flexible. Hands down best option.	Tom U Hannigan	Website
3019	As an out of state visitor I regularly stay at one of the properties at the resort to avoid canyon traffic, limited parking and road closures. However, with a gondola I would likely stay down in the valley or even downtown SLC and utilize the gondola which seem to work great in Europe and Canada	Steven Moore	Website
3020	After studying the proposals I believe the gondola with the la cais makes the best choice both economically and esthetically and urge its consideration.	CHARLES PARKER	Website
3021	Let's keep our canyons cleaner with the least environmentally impactful solution	Callee Markosian	Website
3022	Having reviewed the options, I want to show support for the gondola/base parking structure option.	Andrew Keeve	Website
3023	I strongly support the gondola option for Little Cottonwood Canyon. A) It minimizes impact on the canyon itself (both roadway and parking); B) It provides safe, reliable transport in a wide range of weather conditions; C) It minimizes pollution from burning fossil fuels and minimizes noise pollution. Ideally this would be fast-tracked to complete the EIR this year!	Cliff Reader	Website
3024	I am in favor of widening the road and adding a dedicated bus lane with protective snow sheds. The gondola option doesn't serve backcountry users of the canyon and would be a issue during storms while limiting future capacity from the onset. A dedicated bus lane provides the option to add additional service while hopefully expanding where you can access the canyon from without having to drive and park.	Garrett English	Website
3025	Please choose the la caille base station plus gondola option! The less cars in the canyon and on the roads in general, the better.	jordan Monroe	Website
3026	I support the Gondola Plus La Caille Base Station. Not only is it sustainable, it is an improvement that future generations will be able to enjoy.	Kevin Li	Website
3027	Please focus on enhancing bus use without widening the road. A gondola is not preserving the canyon, has a massive impact on the environment and experience for others in and around the canyon. This is expensive and will likely be underused due to inconvenience of a 6-8 mile gondola ride up to the resorts. Little cottonwood canyon is not Europe let's stop acting like gondolas and trams will fix the problems. Our canyons ultimately have a carrying capacity and enhancing bus use could be a sustainable way to reduce traffic and car use. Add fees, dent people the ability to drive solo up canyons any time they want. This is not a right it should be a privilege and something we have to consider and appreciate every time we head up canyon	Anna Ratliff	Website
3028	Heck NO to the Gondola Alternative !!! Heck NO to more lanes on Wasatch Blvd. If we want to make decisions that are Sustainable into the next decade and beyond, we need to limit unfettered growth just to feed 2 businesses up the canyon. I am ALL FOR increased buses running on existing roads with high frequency schedules. That way people can unplug from their cars and relax up the canyon. For those who are intent on using their cars, they should pay tolls (systems are available to collect w/out stopping traffic). We have plenty of places in Cottonwood Hts to links buses up canyon with park-n-ride lots and potentially our rail system. We need to preserve our environment and water !!! Also, if we really want to solve the traffic problem, then BAN the IKON Pass !!!	Daniel Kovach	Website
3029	I support the construction of a gondola in little cottonwood canyon	Joe Korth	Website
3030	I like the gondola idea. It's much better for the environment. It will attract tourism, and if I remember correct it will costs less than widening the road. People can also still get up if the road is closed. It also gives you another alternative than bus or car.	Alexander Mitropoulos	Website
3031	On Busy days, powder days and Holidays, Close the road to down hill traffic in the morning and uphill traffic in the afternoon/evening for 1 1/2 hours, RUN @ LANES of up or down and evacuate the canyon twice as fast...2 Lanes 2 Times Faster. Ticket vehicles without snow tires. \$750.00 for going off the road and needing assistance.	Greg SHERRY	Website
3032	I support more busses running to LCC from multiple locations, its less invasive, it will probably needed only for 4 months out of the year. gondola you will still need more buses and parking to the gondola base, more maintenance and not reach it use capacity in the summer.	badiya aldujaili	Website
3033	thank you		
3033	I am in favor of a gondola up Little Cottonwood canyon.	David O Heaps	Website
3034	I grew up at the mouth of Little Cottonwood and my parents still live there so I'm still in the area frequently. Additionally, I am an avid skier, with numerous ski/snowboard friends who visits Snowbird and Alta a lot each year. I am in strong support of the La Caille base station option. It makes so much more sense from a congestion and aesthetic viewpoint. Please help us keep more cars out of the canyon and reduce GHG emissions from cars who will surely be backed up trying to get a parking spot mid canyon.	Megan Bettlyon	Website
3035	Please consider the gondola option and not widening the road and increasing buses	Nancy Simson	Website
3036	Something has to be done. How would building a gondola on Wasatch Blvd lesson traffic. It all sounds good but not sure what is best. How about limiting ski ticket sales	Bryce Lyons	Website
3037	This is an excellent idea	Eric Markley	Website
3038	The gondola really seems like the best transportation option to preserve the canyon and accommodate the masses of people.	Ahdena Clark	Website
3039	I support the a gondola in Little Cottonwood Canyon as a way to improve access and reduce air pollution from bus and car traffic.	Steve Neu	Website
3040	I support the Gandola Plus La Caille Base Station!	Jonathan Petrocelli	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3041	Yes to the Gondola	Woody Blevins	Website
3042	Would love to see this project!	Bryant Leech	Website
3043	I highly support GONDOLA PLUS LA CAILLE BASE STATION	Aaron Johnson	Website
3044	Hi, I thought may be closing the road to downhill traffic in the morning uphill traffic in the evening for an hour and a half on powder days and holidays, run two lanes of uphill in the morning to Lane to downhill in the evening evacuate the canyon twice as fast. Ticket vehicles without snow tires. Issue fines For \$750 for going off the road and needing assistance, define should create a good deterrent and reason to buy snow tires. Thank you Greg Sherry	Greg Sherry	Phone Comment
3045	Gondola or limit number of cars allowed in canyon at bottom.	Matt Phillipps	Website
3046	Gondola Option looks like the best option for protecting the environment and access to recreation in the canyon while preserving it's natural beauty. We support the Gondola option. Jack and Libby Leary, 736 Eagle Pass, North Salt Lake	John Leary	Website
3047	Gondola option seems to be the best way to solve traffic issues in Little Cottonwood Canyon.	Roman Nagorkin	Website
3048	I support the Gondola PLUS the proposed La Caille Base Station as it will significantly reduce the amount of cars on Wasatch Blvd and the bottle neck of traffic every day. Five hour traffic jams during the holidays would be eliminated and the gondola will help with air quality control. As a resident who lives directly at the base of Little Cottonwood Canyon, my vote is the La Caille Base Station.	Kim DenAdel	Website
3049	Gondola or limit number of cars allowed in canyon at bottom.	Matt Phillipps	Website
3050	As a lifelong resident of Salt Lake County, I support this environmentally friendly approach to solving the transportation problem in the canyon. I've also been on the "Teleferico" in Bolivia, and witnessed first hand how well and effeciently it moves people. It is located in La Paz, at an altitude of 13,000 feet. I support and would also support bonding for the construction of it!	Cortlund Ashton	Website
3051	I avoid LLC because of all the congestion. I am in favor of widening the road for bus lanes (& bikes in the summer because some their behavior is a major traffic hazard) AND the gondola. Plan for all so the future is assured for all. If only one option is available now, do the widening 1st. The gondola should be financed by the resorts with the widening done with the gondola incorporated into the widening plan.	Gregory Djurovich	Website
3052	I support the gondola option, as it has the most longevity, least environmental impact and eliminates safety issues driving up the canyon.	trish Coughlin	Website
3053	I support the gondola and La Caille Base Station. Please do not widen the Little Cottonwood Canyon road.	Lisa Doyle	Website
3054	I support the gondola plus la caille option.	Robert Boyer	Website
3055	How often will the buses be running to transport people to the base station? Also how often are the gondolas running are they constant? Like the high spdd chair lifts? how many people per gondola? It looks like I missed the alternatives development section, but I wanted to ask: was there any consideration to closing the canyon to cars? Similar to Zion National Park. And having many more buses, like every 3 minutes or something during peak times, and every 10 or 20 minutes during non peak times? Buses would have to run 24/7.	Suzanne Wheaton	Email
3056	In my mind, we could potentially reduce impact (by cars), and still get people out in the mountains. I don't like the idea of expanding infrastructure up the canyon, for example, the gondola. That seems like a big construction impact to the canyon that doesn't have much room for new infrastructure. Thanks for your time.	Courtney Hamer	Website
3057	My preference as a Salt Lake City resident who travels for skiing and bicycling up Little Cottonwood is for the widened road for peak ski season busing. An increase in busing -- combined with better parking at the canyon base -- would alleviate traffic up the canyon, the parking situation at the resorts, and pollution from passenger cars. In the summertime, with reduced demand up the canyon, those lanes could be used as bicycle only, creating a safe space for bicyclists. The buses could be repurposed for commuter busing in the summer time, expanding public transportation options in the valley. A gondola, while innovative and unique, is not stable in windy conditions which are typical, and would see very little use in the summer, while not addressing the bicycle safety conditions in the canyon. Regardless of choice, improvements in parking lots at the base of the canyons to incentivize carpooling, busing, or gondola riding is a good thing for the valley.	Joel Salem	Website
3058	Leave it as is improve the roads, open early, and get a life that is the beauty of snowbird that makes it unique! Don't fall for that liberal state of mind to change everything!	mauricio albornoz	Website
3059	I love the idea of a Gondola, please move forward with this project.	Matthew Richard Gale	Website
3060	To combat traffic in Little Cottonwood Canyon while being considerate of our environmental impact, I believe that the gondola option is the most beneficial. People can access skiing and hiking without having to take the crowded buses or a personal vehicle, both of which impact our air quality. Inversion is bad enough in Salt Lake, and it is in the best interest of all residents to reduce air pollution.	Kara Bard	Website
3061	I would like to comment in favor of building snow sheds and in disapproval of the gondola option. The gondola just adds another tourist attraction to the canyons and does not help with the issue of over crowding	James Stanley	Website
3062	My initial thought is that a gondola fo some sort would be the ideal solution: It would have to be built high enough off the surface, and with enough protection, to be stable in avalanches. And have enough capacity. The big downside is that it could not have many mid stations. I still think its the best solution.	John silverman	Website
3063	I support the gondola.	Anna Testa	Website
3064	I believe the Gondola Plus the La Caille Base Station is the best way to alleviate traffic while simultaneously reducing pollution.	Bobby Bruggeman	Website
3065	The gonadal is the best options and I support it!	Jeremy Sorenson	Website
3066	I love the Gondola ideal! I think it would make sense to have a stop at the turn at Tanners so that people interested in hiking in that area can do so. It would be also nice if it could be running at night to take night time employees safely down the canyon during snowy nights.	Becky Peterson	Website
3067	gondolas are rad let's get one	Kenton Davis	Website
3068	I support the gondola option for Little Cottonwood.	Stephen Warner	Website
3069	Gondola is the way	David Cutting	Website
3070	Gondola is the only viable solution for reliable and efficient access to the Little Cottonwood resorts during winter season	Todd Astill	Website
3071	This is a great idea	Andy Baillargeon	Website
3072	We need to study this plan.	Kenney Nichols	Website
3073	Just wanted to express my support for the gondola!	Elias Manzi	Website
3074	I support the Gondola Plus La Caille Base Station option proposed by Alta and Snowbird. I think this is a better option than widening roads or adding more buses.	JONATHAN STINTON	Website
3075	As a 30+ year user of Little Cottonwood Road for access to skiing, hiking and events I would like to lend my voice of support for the proposed Gondola and LaCaille Base station. The information I have read is not clear as to whether private cars will be allowed to access areas not specifically served by the gondola which I think is important. Thank you.	Steve Boulay	Website
3076	I am essentially against ANY proposed projects as I live right off of Little Cottonwood rd anticipating the amount of construction traffic during a minimum construction period. Obviously I need more information like...who are you proposing will pay for this, the Resorts...haha yea right? If this is tax money count me out. My property taxes alone went up 25% last year. With the pandemic unknowns at this time this should not even be considered right now. Who knows it might come down to social distancing becoming a requirement as part of our daily lives and in that case an enclosed glass and steel box filled with people is an impossibility. Hear ME!	Dave Rosen	Website
3077	I like an approach with a lower carbon footprint.	Tracy Franz	Website
3078	I support installing a gondola rather than widening Little Cottonwood Canyon and creating more destruction to the canyon!	Gordon Louderback	Website
3079	Yes on the gondola and la Caille station	Cory Anne Sigoda	Website
3080	i like the gondola idea	Cathy McCabe	Website
3081	As a frequent skier in the Small Cottonwood Canyon, i would like to see the Gondola Plus La Caille Base Station option implemented and cars kept out of the canyon and off Wasatch Blvd as much as possible.	roberta renz	Website
3082	I support the construction of a gondola in little cottonwood canyon, I have been going to Alta/Snowbird from out of state since 1996 and skier traffic has definitely increased	Andrei Peters	Website
3083	Please choose the gondola. As a resident at in Granite it's my favorite choice by far.	JUSTIN BRADLEY	Website
3084	Please consider the gondola to decrease pollution in our valley.	Lydia Serafin	Website
3085	I vote no changes. SB is great because it is not a giant resolt destroying the mountain side. Go to Park City if you want a big city feel.	TIM LEDBETTER	Website
3086	I support the LaCalle Base station	Christian Aiken	Website
3087	Please put a gondola in LLC	Adam Freehafer	Website
3088	This project is urgently needed to reduce the amount of negative impact on Little Cottonwood canyon in terms of congestion, green house gas emissions, and air quality.	Samuel Lowen	Website
3089	Please do not widen the roads and destroy nature so we can pump more carbon out of cars. Please consider another alternative which is the gondola.	Madison Nunes	Website
3090	GET THIS GONDOLA	Noan Slusher	Website
3091	Gondola is best way to go. Keeps the traffic off the road, better in heavy snow conditions and is a scenic and relaxing way to enjoy the canyon. Out of state visitors will like it better as well.	Kent Kohlhase	Website
3092	I think the gondola , plus increased bus service is the answer to the traffic problem. Plus a fee to get up canyon	Caroline Bates	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3093	<p>Traffic has killed little cottonwood canyon. A gondola is the correct solution. All deliveries and supplies then do not need the road and an be completed even with avalanche control operations underway. Cleaner, safer, less intrusive, the gondola, with a base village for parking, bathrooms, food and some services is the correct answer. Keep the road, but it won't be a parking lot anymore. Add a few avalanche tunnels if you like, but rely on the gondola.</p> <p>Relying on the road and buses is a problem. If an employee misses their bus by 5 min, they end up being an hour late to work waiting for the next bus. If an employee is 5 min late to the gondola, they are still only 5 min late when exiting the gondola.</p> <p>High speed gondola with Snowbird and Alta stations makes the most sense. A station at the campground does not make sense as it will just be a waste of time for most passengers, for the majority of the year. But add one there if you think you must...</p> <p>Imagine if garbage trucks and delivery trucks no longer needed to use the road because all the supplies can be delivered to and trash removed from the canyon with service cars on the cables.</p> <p>A continues loop, high speed gondola makes all the sense in the world. A full village at the base of the gondola will make it an attractive option to people taking their own automobiles up the road.</p> <p>Do the right thing. Save Little Cottonwood Canyon with a gondola and base village</p>	Tai Robinson	Website
3094	I think enhanced bus service would be the most cost-effective solution. Congestion is really only a problem on weekends, holidays, and powder days. I would like any plan to include vehicle metering (similar to the covered parking garage at SLC airport) that monitored the number of cars in the canyon and estimated travel time to the resorts and provided this information to skiers on mobile app, at mobility hubs, etc. Selling season parking passes (similar to Solitude) might also help persuade people to using public transportation.	Jeffrey DeLong	Website
3095	Build the gondola!	Aaron Sorge	Website
3096	I support the gondola 100% please do what's right for the future of our canyon	Sarah Bell	Website
3097	I think the gondola system is a great alternative to adding more busses and widening the existing canyon road. It will be more environmentally friendly and cheaper in the long run. One problem that I see would be weather, the team would have to be sturdy enough to run during storms or in high winds.	Brad Scott	Website
3098	I have lived in Salt Lake City my whole life and use the canyons frequently. I think the gondola would be the best option.	Jake Trevino	Website
3099	I would like to hear more about any alternative to the hour and a half to two hour wait going up Little Cottonwood Canyon. I think it is one of the most beautiful places on the planet. I'm all ears.	Jake Davis	Website
3100	Hell yeah gondola rides!	Justin Pyper	Website
3101	I like the gondola option	Tyson Brenchley	Website
3102	I submitted a previous comment thinking this was for the gondola proposal. WE DO NOT NEED MORE LANES IN LITTLE COTTONWOOD, WE WILL DESTROY THIS AMAZING AND IMPORTANT CANYON BY DOING SO. WE NEED A GONDOLA TO MINIMIZE ENVIRONMENTAL IMPACT AND IMPROVE EXPERIENCE.	Samuel Lowen	Website
3103	I totally support the gondola approach. I visit SLC 1-2 times a year, and I would much prefer the gondola over driving up the canyon! Thank you!	Ed Shaw	Website
3104	Keep the traffic out of the canyon. Gondola! Yes!	Liz Torkelson	Website
3105	As a Cottonwood Heights resident, as well as a former Snowbird employee, I want to comment on my support for the Gondola Alternative. I love this community, and as many, I feel connected to both Big and Little Cottonwood Canyons. The Gondola plan seems to respect all of us who call Cottonwood Heights home, but also respects and protects our mountains. We are so fortunate to have what we have in both canyons. The Gondola plan is sustainable and makes sense economically. I hope our community is able to move forward with this idea.	Carrie Caldwell	Website
3106	Hell yeah gondola rides!	Justin Pyper	Website
3107	i support the gondola, but I think you need to have parking at the bottom of the gondola and not have to 1) park, carry all your gear to the bus, 2) get on and off the bus with all of your gear. walk to the gondola with your gear, change boots, etc, etc. way easier to park, boot up, get on the gondola for me.	thomas heine	Website
3108	<p>I've grown up in Millcreek area, born in 1961. I skied the first year snowbird opened. Learned at Alta when the price was \$8 a day!!! ?</p> <p>I live in Dimple Dell, close to the canyon action.</p> <p>I fully support the Gondola/LaCaille option going forward.</p> <p>It would be a spectacular addition. Imagine the views riding up and down, both summer and winter..</p> <p>Now groom the quarry trail in the winter and we could ski 5500 to 11,500 feet!!!</p> <p>Now that's marketing!</p>	Brian Bentrude	Email
3109	GONDOLA HANDS DOWN	Michael Schweitzer	Website
3110	I support further consideration of the gondola as a viable option.	david loseke	Website
3111	<p>Hi UDOT, I've visited Snowbird multiple times in the past years and have fallen in love with the area. I have been part of the crazy traffic jams in Little Cottonwood Canyon and support the gondola and the La Caille Base Station. This option minimized environmental impact to the canyon and surrounding area, while also eliminating the traffic jams and avoids the dangerous driving conditions in the canyon. Please do not make the canyon road larger.</p> <p>Have a great day, Colin Berge</p>	Colin Berge	Website
3112	Please opt for the gondola!	Luke McEntire	Website
3113	I think the Gondola is a great idea! At a minimum a dedicated bus lane.	Shaun Young	Website
3114	Please consider the gondola form of transportation up Little Cottonwood Canyon.	Leslie Ireland	Website
3115	I support the LCC gondola plan. Thanks!	Judy Pruett	Website
3116	Gondola access is a must for little Cottonwood Canyon. Anything else only encourages more traffic, more accidents, & more uncertainty going forward. Thank you.	Charles Lusk	Website
3117	Coming from Germany and knowing the ski resorts in Austria and Switzerland this makes so much sense to me. Just a bit late. :)	Birger Friedrichs	Website
3118	I support!	VyVy Dang	Website
3119	I support the Gondola plus La Caille Base Station option	gerared meszaros	Website
3120	I support the gondola	Chris Lorenzon	Website
3121	I fully support the gondola option. Road widening is a never-ending rat race. Plenty of studies show that road-widening only temporarily reduces congestion because it leads to more usage later. I grew up in LA, which is a concrete wasteland. Keep the cars in the valley by adding a gondola.	Rob Crockett	Website
3122	At the very least this option should be studied before it is dismissed out of hand. Once a more intrusive transportation option is installed it will forever change the canyon. An option like this should present a minimal impact to the canyon in the long and short term. Please make a gondola part of your plans.	Jeff Harris	Website
3123	I'm in full support for the gondola and La Caille Base station in lieu of the other alternatives. LCC is beautiful and we don't need to be destroying the beauty of the canyon just to be able to service the ski resorts at the top when there's a better solution like the gondola. I'm also a rock climber that climbs heavily in LCC and widening the road and building tunnels worries me about the efficacy of how some people may begin to treat the canyon as well as whether or not well-established climbs may get destroyed in the pursuit of building tunnels and a wider road. The gondola would also be a way to not only transport people and create a safer egress/ingress, but it would be such a wonderful ride with magnificent views of the canyon that many have never seen before, especially since people won't be having to focus on the road. Thanks! Let's keep this canyon beautiful for many, many more generations!	Tanner Forrest	Website
3124	<p>As a resident of Little Cottonwood Canyon, I highly support the proposal for a gondola in the canyon. I support this not only because I think it is the best solution for both the traffic and avalanche problems the ski areas and UDOT face each winter, but also because I am adamantly against the other proposals of bringing more buses into the canyon or widening the roadway.</p> <p>That being said, it should be obvious that even if a gondola is built and used for skier traffic in the winter and hiker traffic in the summer, the road will still need to exist, for limited (ideally pass-permitted) driver traffic. I would expect this to include residents, delivery vehicles, lodge shuttles, and emergency vehicles. All other traffic could and should be directed to use the parking at the proposed gondola base station and take the gondola up the canyon.</p> <p>Last winter, we saw more buses brought into the canyon in the hopes that skier traffic would be diminished by more skiers taking advantage of the increased public transportation option. However, this problem was only half addressed last winter, as the parking for skier traffic at bus stops in the valley was not increased as well. So, instead, we just saw more empty buses without enough weight to gain traction in the snow, sliding off the road and causing backups, and ultimately causing more harm than good.</p> <p>I see an additional problem with bringing more buses into the canyon, which is purely the fact that even with chains, these vehicles are not capable of navigating the canyon road at the current speed limit of 40 MPH. This inherently causes backups. I work in Salt Lake, and therefore my commute goes against canyon traffic each morning and afternoon. I have been privy to situations like this almost daily throughout the winter: uphill traffic is moving along smoothly, with all cars moving at the speed limit. I then pass a ski bus, and from then on down the canyon, pass bumper to bumper skier traffic, all held up because the UTA bus is moving extremely slowly. I understand the need for UTA bus drivers to travel slowly in the canyon to make sure their passengers are safe, but again, this goes against the problem we are trying to solve. If safety and efficiency do not go hand in hand, we still have a problem.</p> <p>Widening the roadway may help bring more skiers up to Alta/Snowbird in the beginning of the day and get more skiers out of the canyon in the afternoon, but it does nothing to solve the avalanche problem that UDOT faces daily throughout the winter. In fact, it increases the hazard level of the road and allows for more cars stacked up below avalanche paths, increasing the probability that an avalanche hitting the road will push those cars filled with skiers into the creek. I think this proposed solution is by far the least thought-through and while it may help the businesses in Little Cottonwood Canyon bring in more profits, it puts more skier lives in danger. I do see that along with this solution would come snow sheds over the most hazardous avalanche paths along the canyon road. However, this does not protect the entirety of the road and therefore still allows room for error in smaller paths that may hit the road less frequently, but may hit the road nonetheless. This is not the direction in which we need to be looking.</p> <p>In summary, of the solutions proposed, I believe a gondola would be the most efficient, safest way to get skiers to and from Alta and Snowbird throughout the winter months.</p>	Natalie St. Denis	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3125	I support the gondola and any and all public transportation alternatives to decrease traffic and congestion in the canyon.	Annette Lee	Website
3126	As a Little Cottonwood skier for 40 years and former SLC resident, I strongly support the gondola and La Caille station. I know both Dick Bass and James Laughlin and believe they would have supported this environmentally sound option.	David Rothman	Website
3127	I have spent my 50 years as a local who visits little cottonwood canyon several times a week. I have watched as the crowds have grown to uncontrollable amount of vehicle traffic and people using the canyon areas. I support the gondola plan as this would alleviate the massive amount of vehicle traffic that uses the canyon. This will also maintain the pristine nature of the beautiful canyon for years to come.	Jason Petersen	Website
3128	This makes so much sense. I have seen similar efforts in Europe. Please support this initiative	Neal Hesler	Website
3129	Is there any data on how much lower the overall environmental impact of the gondola would be compared to increased vehicle traffic (public and city)? What hours will the gondola run? We all know lifts face mechanical issues - what action plans will be put into place to deal with any lengthy shutdowns of the Gondola? It still seems like additional parking is needed to accommodate any of these options.	John O	Website
3130	I support the gondola option. Having worked in LCC this is the best solution	Hollis Hunnewell	Website
3131	I agree with and support the position taken by Snowbird and many other concerned individuals and organizations 100%: "Now is the time to preserve Little Cottonwood Canyon for future generations. More cars, more buses, more lanes and massive concrete tunnels are not the solution to transportation in Little Cottonwood Canyon. The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd." Let's do this right!	Seth Mott	Website
3132	Support gondola plan	Mary Silverman	Website
3133	The gondola is not the option. As a year round BCC resident, I experience both winter and summer traffic in the canyon. A gondola only benefits the ski resorts in the winter. What happens in the summer? How will all hiking trail heads be accessed? That will cause for pick up/drop off stations along the canyon increasing ride time and creating more infrastructure. Will lower income families/residents be able to afford the price of a gondola ride to access trails in the summer or to ski a few times a year in the winter? Does this solution allow wide access for all people? Or just those who can afford to ski. A solution for the Wasatch canyons is a UTA hub at the base of the canyon. This space must provide enough car spaces for parking. Then, direct busses can be taken to Snowbird, Alta, Solitude, and Brighton. By creating a parking space in the valley, it eliminates any need for parking in the canyons, and can be connected well with pre-existing bus routes in SLC. More buses can drop off at that station, meaning people can hop on the bus outside their home - eliminating the need for cars. By providing adequate bus options, and restricting cars in the canyon, people will use the public transportation. This option will require not widening or changing of the canyon roads. It will only require more busses, and a Bus/UTA station near the mouth of the canyons. Eco-friendly buses can be used and overall will reduce emissions with cars being eliminated. Possible areas for parking are the gravel pit at the mouth of BCC, along with the UTA parking by Walgreens on 9400 S as well as the old Shopko building/lot adjacent on 9400 S. Other areas for parking in the SLC valley can and should be explored. While the gondola seems shiny and nice, it does not seem to efficiently solve the year round problem and still allow affordable and efficient transportation for all people enjoying the Wasatch! Please do not consider the gondola.	Kamiya Peterson	Website
3134	I am in full support of the Gondola Plus La Caille Base Station. I've been in support of this idea for years. As a sales rep in the ski industry for 10 years covering Utah, Colorado, Idaho, Wyoming and Montana I have seen a lot of options. I feel the Gondola is the way to go. Thank you,	Alex Goyzueta	Website
3135	I fully support the gondola for Little Cottonwood canyon. We need to cut down on any additional car or bus traffic whatsoever	Bryan Osborn	Website
3136	The gondola and base station make the most sense both short term and long term.	Linda Talling	Website
3137	As a visitor to the Canyon for the last 40+ years, I've seen the congestion grow to the current over stressed numbers. I think the gondola is a great idea and should be considered.	Bruce Kafendbaum	Website
3138	The use of long distance gondola transport from a village to a ski area base is common throughout Europe. The Valley of Meribel in France's Trois Vallees is one such location. The gondola transports visitors from villages down valley to the Meribel ski center, eliminating auto traffic, pollution and crowding at the base. Little Cottonwood and its areas would be perfect for just such a project, which should have been done years ago. We missed days skiing there due to the traffic and access problems, and we only visit over holidays. The one problem that I have is that La Caille is my favorite restaurant in the US, and I hope this project does not result in my inability to dine there due to overcrowding.	Maurice Mandel	Website
3139	I support the Gondola option.	tara spalding	Website
3140	I think this is the right thing to do for a number of reasons.	Paul Loewenstein	Website
3141	Please consider the gondola option to resolve the traffic problem in Little Cottonwood Canyon. I am an owner at The Lodge at Snowbird and I would like to see the traffic problem solved but maintain the beautiful mountain road.	North Cunningham	Website
3142	I vote for the Gondola for LCC. Plus it might be able to extend out to BCC one day. It's a better investment all around.	Chanakya Duggineni	Website
3143	I think a gondola option, solar powered preferably, is the best option. Cleaner and better for the beauty of our canyon. Telluride does an excellent job with this, we should take note.	Mindy Torman	Website
3144	The gondola idea makes perfect sense to me, but how will it be funded?	Margaret Anderson	Website
3145	I am in support of taking a look at the gondola and road widening solutions	Everett Knauss	Website
3146	Strong proponent of the Gondola Plus plan. Seeing very similar plans in numerous European mountain resorts for over 30 years it's about time we realize the benefits of implementing this proven project.	Mark Shanbrun	Website
3147	I work up at snow bird so I'm in LCC a lot and I'd be one of the first to say that when there is a lot of traffic it is definitely horrible to deal with. I think the gondola system would be a great aid to the traffic problems in LCC. The expansion of the road in my eyes will cause just as many problems as it solves if ask me. In the winter the road already takes forever to plow and it doesn't stay safe for long if there is heavy snow and widening the road is only going to make this a more daunting task. Not to mention the landslide potential after this year's avalanches and the time the road would have to be down to build said tuneless. The gondola would just be better in my opinion	Jacob Braun	Website
3148	leaving LC as pristine as possible is the ultimate goal. subsidizing and expanding the resorts (especially ones that keep trying to close forest service roads in AF Canyon) are unsustainable, there should be a limited number of passes available and leave it up to the resorts to get their customers up the canyon in the fewest number of cars or buses.	michael devries	Website
3149	I am for the gondola	Chelsea Seifers	Website
3150	I support the gondola option. Less concrete, cars, and pollution.	Tyler Rice Rice	Website
3151	I support the gondola, though would more strongly support a La Caille base station as a part of it.	Stefan Brems	Website
3152	Please consider putting in the gondola and base station to reduce traffic in LCC.	Hyrum Mortensen	Website
3153	This will effect many animals and will take away from the amazing view of little cottonwood	Naomie Phillips	Website
3154	Having grown up in Sandy, I have spent hundreds of hours up Little Cottonwood Canyon. I support the gondola and La Caille Base option.	Spencer Odom	Website
3155	I support the gondola, more cars would deteriorate Utah's natural beauty	Daniel Tang	Website
3156	I am writing to say that I am in favor of the Gondola. However, I believe that if there is a way to allow private enterprise to pay for and operate the gondola instead of using government funds that would be a much better solution. Just let the ski resorts build the Gondola and charge what they will for the service. And if people don't like it they can always opt to drive up the miserably traffic ridden canyon.	Cody Harris	Website
3157	Gondola for the win!	BJ Emery	Website
3158	Gondola from base is a great, long-term solution to a problem that is only going to get worse with traffic up a 2 lane road to 2 popular winter destinations. I am a 15 year season pass holder at Snowbird. The Ikon pass has crushed the canyons and solutions are needed as skiing will only become more popular.	Michael Ayre	Website
3159	I already submitted prior to the new gondola base. I am in support of the La-Caille base for the gondola. I do think we need to be thinking summer still, so building a gondola that could do stops at Tanners and White Pine could be worth it to look. The La Caille base seems to offer the most parking and best option to get the most amount of people off the roads.	Megan Collins	Website
3160	I support the Gondola and La Caille base station options. It would be great to see our community come together to solve the congestion problem in the Cottonwood canyons with an environmentally progressive solution.	Scott Selman	Website
3161	If you build a gondola use a United states based chair lift company!! And vail has a gondola that you could put cargo cars on to get food and such up the hill. I would look into that option for long storm cycles when the road is closed.	Mike Wandrie	Website
3162	Hi I'm writing in support of the Gondola Plus the La Caille Base Station as the preferred option. I think this sounds like the best and most efficient option. Without the La Caille Base Station, I think the gondola would be underutilized as tourists already don't utilize the current bus solutions. From my experience, taking the UTA buses in the past mostly consisted of other locals. Add in the need to take a bus to the base station first, and I think a lot of people would just rather drive than take the gondola. I think the convenience of onsite parking at La Caille would make it a much more attractive option for people to use. It'd definitely be the option I'd use most regularly if available.	Chase Austin	Website
3163	Without onsite parking for a gondola, I think widening the road and improving the bus system would be the next best option. However, I am concerned with the environmental impacts of this option.	Heather Wybrow	Website
3164	Please don't pave more of the canyon and ruin it! Gondolas are the best solution.	Jordan Marrott	Website
3165	Love the gondola proposal. Also, can we connect Solitude or Brighton to Snowbird or Alta via a ski lift?	Eileen Elam	Website
3166	Hey ya'll, this gondola idea I've been reading about sounds like it would be the perfect solution to the high traffic and congestion problem facing little cottonwood canyon. I hope you really consider this option as it would substantially decrease traffic, improve air quality during the rough winter months and preserve the beauty of little cottonwood. I could see an additional bus lane being beneficial but no tunnels. Come on guys. Best of luck with the decision making!	Joseph Pace	Website
3167	Please make the gondolas happen. Less pollution, and less accidents, less fatalities	Duri Arquishc	Website
3168	Reducing emissions and making travel to and from ski areas easier seems like a no-brainer	Ilya Gershgorin	Website
3169	The gondola would be a massive eyesore. Towers and lines going all the way up the canyon is not what we need. Please just widen the road. A tunnel going through the mountain is a lot nicer to look at than metal towers. Please please please just widen the road	Danielle Rosett	Website
3170	GREAT idea. hits all the buttons and preserves a beautiful area from encroaching growth with it's related ills. YES PLEASE	Joanna Hansen	Website
3171	Do not make Little Cottonwood into a freeway like road. The choke point for the canyons is the roads off of Little Cottonwood. It will make traffic worse to have more lanes going into to 2 lane roads. There will be more and longer back ups. You could make a lane where cars going up the canyons have to pull into to let regular traffic flow. Or when there is avalanche control going on issue time slots to go up the canyon via text message alerts.	Jennie Altice	Website
3172	No gondolas. Keep LCC the way it is. Get rid of Ikon pass and the traffic issue will also follow.	L Nguyen	Website
3173	Hello, As California-based skier who visits to SLC and Snowbird/Alta every year, I strongly support the gondola + La Caille base station option for Little Cottonwood Canyon. I support this for three reasons: 1/ I care about our environment and this plan diverts car and bus trips to gondola trips. Those gondola trips can be zero emission. 2/ It improves the quality of the commute and de-stresses riders. As someone who's been stuck in LCC traffic jams many times, I can attest to how frustrating the experience is. Sitting on a bus isn't much better than driving. Being able to glide above it all is a great way to start my day and will frankly make me more likely to pick Snowbird/Alta over other ski destinations in the future with sub-par transit options. 3/ It is most multi-modal friendly. La Caille specifically will make riding the gondola very attractive given the shorter travel time and no need to transfer twice (car->bus->gondola) in order to reach the mountain. This is a no-brainer, just ask any city commuter about their preference for direct commutes with fewer transfers. Thank you for your consideration.	Stephen Lambe	Website

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3174	Do not make Little Cottonwood into a freeway like road. The choke point for the canyons is the roads off of Little Cottonwood. It will make traffic worse to have more lanes going into to 2 lane roads. There will be more and longer back ups. You could make a lane where cars going up the canyons have to pull into to let regular traffic flow. Or when there is avalanche control going on issue time slots to go up the canyon via text message alerts.	Jennie Altice	Website
3175	In favor of Gondola Plus La Caille Base Station	Lance Manning	Website
3176	I think the gondola is a much better, more sustainable solution for Cottonwood Canyon. Already the parking lots at Snowbird and Alta are jammed packed during peak season and eliminating cars is a great way to keep the mountain more accessible and eliminate emissions in order to protect our winters!	Madeline Hoover	Website
3177	Gondolas are way cooler than roads.	Gavin Sultz	Website
3178	This proposal appears to be at least one effective method for addressing the issues of traffic and crowded areas. It would even a nice, scenic ride year-round.	Donald Leach	Website
3179	I support the gondola	Phillippe Visintainer	Website
3180	We have been skiing Little Cottonwood Canyon for over 40 years of winters, as well as visiting the Canyon at other times of the year. Adding more lanes, more traffic, and inevitably more pollution to the Canyon would be a disaster equivalent to building an Interstate into Yosemite and paving over the floor of that valley into a smog-filled parking lot. Our recent 2019 trip to Zermatt, Switzerland confirms the value of strictly limiting vehicular traffic access to an absolute minimum in favor of the proposed Gondola and La Caille Base Station plan. Little Cottonwood Canyon is a fantastic resource for Utah and the Mountain West. Please, protect this uniquely Alpine destination, rather than turning it into a parking lot fed by traffic jams. The dividends will be enormous and last forever.	Thomas Patch	Website
3181	I am supportive of the idea of a gondola in LCC	James Burritt	Website
3182	I support the idea of a Gondola in Little Cottonwood Canyon. It seems like the best option for a clean air transport system to access Snowbird and Alta	Tomí McCarthy	Website
3183	i support the gondola approach	Greg Young	Website
3184	The Gondola Plus the La Caille Base Station is a great idea. It's a sustainable solution that eliminates polluting vehicles. Please consider this option.	Shane Moreno	Website
3185	When will this be completed?	Peter Clark	Website
3186	I urge you to choose the La Caille Base Station and Gondola option to preserve Cottonwood Canyon.	Douglas Caputo	Website
3187	Vote for gondola	David England	Website
3188	No more traffic up LCC please. Go with the sustainable gondola.	Charles Felzer	Website
3189	NO GONDOLA!	Steven Jacobson	Website
3190	This is the best option currently for transporting people and goods to the resort. I am sure many of us would use this service.	Robert McCowan	Website
3191	I had not seen the map when I submitted the first comment. The Gondola plan does not go far enough. IMO. The Gondola base should be located at the Juncture of the 209 and Wasatch Blvd, at least, if not located at the Transportation hub on Ft. Union. It does not make any sense to require Gondola users to drive any distance up LCC, or to take a bus to the Gondola base station. Putting the Gondola base station defeats much of the purpose of providing the Gondola in the first place.	Maurice Mandel	Website
3192	I support the gondola alternative. This seems to be the safest option due fact that extra busses are at risk of avalanches and sliding off the road during snowstorms. This also seems to be the least expensive, least destructive option as snow sheds and an extra bus lane seems like a massive project that it seems would displace a lot of land next to the current road.	Aaron Wilson	Website
3193	I vote Gondola	Jonathan Gal	Website
3194	I support the gondola and base station option for reducing congestion while expanding access to the beautiful Little Cottonwood Canyon. This proposal makes the most sense given the other options and I hope it is adopted for implementation. Respectfully, Eric Pomerantz	Eric Pomerantz	Website
3195	More cars, more buses, more lanes and massive concrete tunnels are not the solution to transportation in Little Cottonwood Canyon. The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Robyn Arzate	Website
3196	I'm in fully support of less cars in the canyon. A system must be in place to prohibit buying yourself a "permit" to use your car for skiing. Like a special club etc	Lars Friberg	Website
3197	I support the development of a gondola + La Caille base station in Little Cottonwood Canyon. I believe that this option will provide the greatest long term benefit, both in terms of convenience for outdoor recreation as well as watershed and environmental preservation in the face of an ever growing Wasatch Front population.	Reuben Watkins	Website
3198	Hill I support the gondola plus La Caille base station because it's safer, clearer, and smarter. This would be an added bonus for our winter ski trips!	Kristen Lewis	Website
3199	As a neighbor of La Caille and Little Cottonwood neighborhood resident, I fully, 100% support this solution. It is the ONLY way to deal with the horrific overcrowding in LCC.	Matt Craven	Website
3200	This is an excellent idea.	David Kambic	Website
3201	I believe the Gondola project would be the most effective use of long-term resources for this project.	Andrew Cottrell	Website
3202	I am old and have handicapped parking due to 4 hip surgeries. It is getting harder and harder for me to get around in ski boots. I cannot use steps in ski boots nor can I walk very far. I don't have a problem once I get on the snow with my skis. I don't know which option is best, probably the Gondola, but I need close parking at the resort. I usually go up early so I can park right at the snows edge, otherwise I will not be able to ski.	Mark Spencer	Website
3203	As a lifelong visitor to Little Cottonwood Canyon, I strongly urge UDOT to consider the Gondola Plus La Caille Base Station option for transportation up and down Little Cottonwood Canyon. A gondola is an ideal method to avoid increased car and bus pollution, decrease traffic and increase safety during adverse weather. I have certainly had my share of scary drives up and down that canyon in and after big snowstorms! A wider road and more cars and buses are not the answer. Rather, the gondola would provide a safer and less polluting option. The La Caille base station option would further reduce congestion with ample parking. Thank you for considering this option.	Olivia Lucas	Website
3204	Enhanced bus service is the best option in my opinion. While having the lowest average travel time, this will decrease congestion in the canyon which is already a drawback to the current bus service. Gondolas will create an eye sore both at the top and bottom of the canyon	Zach Clauss	Website
3205	Go with the Gondola. Make a lot of sense!	Robert Britton	Website
3206	great idea with the gondola - go for it.	Matt Hayes	Website
3207	The gondola is the way to go!	Eric McClain	Website
3208	With the air quality only getting worse by the year in SLC and the parking issue I am highly in favor of this gondola project!	Michelle Regner	Website
3209	When will this be completed?	Peter Clark	Website
3210	I support!	Kimberly Fox	Website
3211	As an annual visitor from Boston in winter, I am fully supportive of this project. The inconvenience of a bus and gondola would not discourage me from visiting in the future - particularly given the environmental benefits.	Brian Day	Website
3212	No traffic	Linda Ruonavaara	Website
3213	Yes to the gondola!	Matt Hotsinpiller	Website
3214	Gondola would be great up LCC!	Denitza Blagev	Website
3215	Build a model similar to what they do in Zion NPS. Busses only. No cars. No need to widen the road or build snow tunnels because if avalanches block the road it's too dangerous to ski anyways.	Sarah Kuntz	Website
3216	Please continue to study this option and perhaps a gondola from Midway to Alta from the East.	Matthew Medura	Website
3217	I totally support the gondola for Little Cottonwood Canyon. It's the right thing to do.	elisa templeton	Website
3218	I grew up in Sugar House and have been enjoying Little Cottonwood for the past 60 year. The increased traffic has become unacceptable. A new Gondola project is the way to go. The right solution with the lowest cost of long term operation. Now I live in Draper and would like to see the Gondola project seleted.	Martin Mates	Website
3219	Please, please reconsider any transportation plans that would maintain the status quo and negatively impact current and future generations. Don't be swayed by commercial interests that refuse to accept the impact of traffic in Cottonwood Canyon. Take this opportunity to consider alternative innovative approaches to this problem.	Victoria Gladstone	Website
3220	I think it would be a great option and help tourism, as long as it is affordable so people use it.	Natalee Lance	Website
3221	I think that gondola idea is awesome. I would fully support building a gondola going up the canyon. For me, that would be the best option As an avid cyclist that option that personally benefits me the most would be the peak period shoulder lanes that can be used by cyclists in the summer. That being said, the gondola option seems like it would be the best option for all parties. So long as operation of the gondola continued year round and not just in the winter.	Adam Brady	Website
3222	A gondola does significantly cut down on the total amount of gas traffic up the canyon improving the air quality, and would become a landmark that could draw people to Utah. I could very much see my family just taking the gondola up and down for the view with no intention of stopping at either resort during no peak days. In general I would support anything that makes the road safer for cyclists I do worry that most drivers will abuse the shoulder lanes in the same by either driving in them when they aren't supposed to or parking in them. Because of those concerns my preference would be for the gondola system.	Burton Hohman	Website
3223	We are residents in the neighborhood above wasatch Blvd. we oppose anything that is a disruption to the health and safety of neighborhoods in this area. Including expansion of wasatch Blvd. and rail systems going up and down our states beautiful Little and Big Cottonwood Canyons The preservation of big and little Cottonwood canyons are critical for the state of Utah. Nothing should be allowed but a gondola at the bottom of the canyons and a limit to the number of cars allowed in the canyons. Railways and more traffic in this area will devastate and pollute this Wasatch area Forever. Let's Find a way to Open new ski resorts in other mountain areas of Utah.	Shawna Blackhurst	Website
3224	I support the gondola concept as a long term solution to the traffic congestion in Little Cottonwood Canyon, as well as expanded parking in the immediate vicinity. UDOT should also be improving both Routes 190 and 210 into both Little and Big Cottonwood Canyons, widening where possible and providing "shed" or other avalanche protections. Every vehicle entering the canyons during the winter season should be required to go through an inspection process and obtain a pass to insure they can safely operate. An annual fee for such inspection should be charged by UDOT to help defray the cost of monitoring compliance and road improvements.	John Drew	Website
3225	I live on Little Cottonwood Road - without taking more of my property, please fix the canyon winter traffic issue. Too many vehicles still make it up with improper tires and don't know how to drive in snow besides the avalanche conditions.	Carol Hoban	Website
3226	Gondola Plus La Caille Base Station seems to be the only realistic long term solution. Please seriously consider this options. Thank you.	George Schmidt	Website
3227	I think the gondola is the best long term solution. I think buses should be increased but they aren't a good long term solution and we will have the same problem in a couple of years. The gondolas are a cool forward thinking idea that will add more than just traffic to the canyon.	Katherine Mikula	Website
3228	Please do it!	Spencer Ivy	Website
3229	I support the gondola! I think all options are great, but the gondola seems to be the most environmentally friendly.	Rose kirkendall	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3230	My vote is for the ? gondola!	Sarah Fillmore	Website
3231	I believe the gondola for LCC should be studied and seriously considered.	Frank Puleo	Website
3232	Please consider a ropeway for the canyon. It makes logical, financial and environmental sense. The advantages far exceed that of all the other options. Thank you	Ray Gardner	Website
3233	The gondola option would take way too long to get to the resorts and no one would use it! The enhanced bus plus is the only option that will reduce cars in the canyon.	Melissa Stringham	Website
3234	In the gondola draft, the transportation hubs are noted near commercial developments which makes sense due to the density of traffic that will surround these hubs. There are many people who propose this could be a viable solution, however, it has recently made known that a parking garage/ transportation hub has been recommended at the base of the canyon near residential area, which will continue to back up traffic on Wasatch Blvd while people wait to access the garage just as they have waited to access the canyons. And during the off season, this section of Wasatch would become a high speed commuter highway. I understand the resorts are backing this proposal and money talks. How has UDOT considered the thousands of children that cross Wasatch Blvd to access schools, parks, etc., and all of the residents that live in the area? Why was a gondola parking structure in this area never addressed in the virtual meetings and draft alternative plans?	Molly Sparks	Phone Comment
3235	I support the gondola option for access to the canyon	Bruce Dew	Website
3236	I am a Snowbird season pass holder who lives off Little Cottonwood Rd. I strongly support the La Caille Base Station Gondola for 3 reasons: 1) the only effective solution to traffic congestion; 2) efficient and safe transport to/from skiing in snowy weather; 3) environmentally friendly.	Alex Puchner	Website
3237	No to the gondola! It will take way too long for people to want to use it. Enhanced bus plus is the only option that will take cars out of the canyon. I also urge you to reconsider trax as an option. Let's invest the money now for the best possible solution.	Jack Stringham	Website
3238	I believe the gondola to be the best solution to LCC's congestion problem. As a sales representative within the ski industry, the increased participation and use of LCC has been good for business. However, congestion in LCC is a problem for the tourism and can be a poor experience for those visiting from out of state, in addition to our local season pass holders. Increasing vehicle traffic capacity in the canyon will only generate additional pollution. I hope to see UDOT make a progressive, responsible decision and move forward with the gondola and the LaCaille Base Station solution.	Stephen Sramek	Website
3239	Adding a gondola at the way up lcc would look so ugly I not to mention the huge parking lot no gondola more buses add a lane gondola will cost tax payer way to much get rid of th ikon pass in lcc that will also help	Aaron Arnold	Website
3240	I support the tram. I travel to Snowbird/Alta every winter from CO, park at the base, and take the bus. Increasing buses helps but doesn't address the long term usage of LCC. Look at how the addition of a bus/no car system in Zion or Yosemite has drastically help increase the user experience of these parks by minimizing the number of cars in the canyon. Adding more lanes will just increase the number of cars in the canyon and does not address long term usage. My vote is for the tram! Leave your cars at the base! Take an existing bus if you care climbing or hiking lower down in the canyon than Snowbird. Great idea!	Eric Mayhew	Website
3241	I live in Sandy off of Highland Dr and 9400, and I support enhanced bus service and am opposed to the gondola. A gondola is not going to resolve the traffic problem in our neighborhood with every single car funneling into a single parking lot. A gondola is also useless in the time of COVID, and people will have to wait in long lines for the gondola just like they sit in traffic. I believe an enhanced bus system similar to Zion national Park is the best solution. I believe there should be busses running constantly and direct to each resort from multiple pick up stations in the valley. The road should only be open to private vehicles with Alta/Snowbird residents and employees and those carpooling with 3+ people. Everyone else should ride the bus. People would have more incentive to ride the bus if there were more lockers available at the resorts so they don't have to carry their skis and gear up and down the canyon everyday. Installing more lockers and running more buses should be tested before spending so much money on the gondola.	Kristen Bor	Website
3242	Let go 100% on this gondola babay	Ian Pawlak	Website
3243	I would support the Gondola option. Safer, Cleaner and more sustainable	Ryan Boyack	Website
3244	I think any proposal that limits the traffic up LCC and gets us there faster is definitely worth pursuing. Environmental concerns are very important to me.	Mark Brown	Website
3245	This would provide for a greater experience for tourists as well! Traffic issues resolves and less worry during unsafe driving conditions.	Spencer Stites	Website
3246	The gondola is finally an opportunity to try something else. More busses will be more of the same. The gondola will be nice for locals and tourists and has a real potential to look to the future.	John Canner	Website
3247	By expanding the road and blasting tunnels you will be ruining hundreds of acres of recreation areas and diminishing what we as utahns love about our mountains	Dallas Weaver	Website
3248	Please save our canyons. I support this gondola	Andrea Page	Website
3249	Our family supports the gondola plus the la Caille base station.	Julianne Bateman	Website
3250	Go for the gondola! Transport solutions , not more traffic!!!!	Kathleen Hazard	Website
3251	As a life long user of Little Cottonwood canyon, I've watched with interest the various plans to alleviate traffic in the canyon, which is sorely needed. For the gondola option to be viable, I agree with the gondola plus La Caille base station. I think the disjointed solution of placing a parking garage a distance from the base station that requires an extra bus or shuttle is misguided and results in a cumbersome experience. Move the gondola base station to the proposed parking lot and I think you have a good solution.	Adam McFarland	Website
3252	Enhanced bus with roadway widening.	Lucas Bush	Website
3253	I am a long-time timeshare owner at the IB (over 20 years). I have been coming to Snowbird for over 30 years (usually 1 to 1.5 weeks a year). I do believe that traffic in the canyon has become a problem, however I do not believe that additional bus service is the answer. I believe that the best of the three proposals would be to install a gondola, which is the only option for taking vehicles completely off the canyon road. Thank you for allowing me to voice my opinion. Regards Larry	Larry Tabb	Website
3254	I support and will use the Gondola. I ski approx 20 days per year at Snowbird mainly mid week	Tom Uttley	Website
3255	Please help us to preserve the canyons, I support the Gondola project.	Gloria Arriaga	Website
3256	I have been skiing Alta resort at least once per year & many times more for the last 25 years. Based on this experience I believe the best option is to have a gondola with parking at the gondola base. And expandedBus service with increased frequency and longer hours than presently exist.	Joseph Vaughn	Website
3257	We support the gondola plus the la caille base station.	Bryan Ganz	Website
3258	I am a property owning resident of Holidaday and find the gondola to be the most sensible option. If you've spent anytime in the Alps you'll find this will work better and have the least environmental impact.	Christopher Kawchak	Website
3259	I totally support the Gondola plus Station. With the growth in Utah, we need a transportation system that does not make the air dirtier up little cottonwood. The Gondola seems to be the most logical especially with an increase in tourism. Increasing the size of the road will allow more cars to pass but there will be more traffic with more cars, only making the pollution worse. Let's do the Gondola!	Tyran Heaton	Website
3260	Gondola	JANE Aune	Website
3261	Please take a long term, holistic, and international view of this issue and the alternatives. Little Cottonwood provides some the best ski terrain in the world and absolutely the best quality snow, rivaling or surpassing other North American and European ski areas by those measures. The canyon dramatically lags other areas in transportation infrastructure and even the "leaders" in this category have not implemented truly environmental responsible transportation systems for the most part. Installing a gondola is Utah's opportunity truly to attain skiing's best of class by all measures.	Rodney Willett	Website
3262	We support the gondola plus the la caille base station.	Eugene Weymouth	Website
3263	I support the GONDOLA PLUS LA CAILLE BASE STATION option as it is the most efficient, long term and environmentally green option.	Kaushal Jarriwala	Website
3264	I'm not local, but I've been doing at least one trip a year to ski in SLC with a group of friends for the past 20 years. Our group likes to stay in Sandy and drives to a different ski area each day. At first I thought the gondola idea sounded pretty cool and something we would use, but then I read a bit more and the fact that you need to park and then take a bus to the gondola station kind of killed it for me. Seems like not having the parking and gondola base station together is just doing half a job. If there's going to be a gondola, it really needs to go all the way to the parking structure.	Forrest Brown	Website
3265	We support the gondola plus the la caille base station.	Bradley Ganz	Website
3266	Please don't allow more cars and more roads to ruin our beautiful land. Now is the time to move towards a more car-free society. This proposal sends a powerful message that we are actually doing something.	Nicholas Love	Website
3267	We support the gondola plus the la caille base station.	Brenda Biesinger	Website
3268	I support the gondola	Ian Percy	Website
3269	Good idea	Vernon Borgeson	Website
3270	Please consider the La Caille gondola base station idea! This seems like a very reasonable solution that has little impact on the canyon overall and could be a much more enjoyable way to get up the canyon in both summer and winter.	Tyler Hooper	Website
3271	I support the gondola plus a base station with plentiful parking. I don't support remote parking lots that require busing to a gondola base station to transfer to the gondola. People will resist having to park, haul their gear to the bus, get in line for the bus, get off the bus and haul their gear to a line to get on the gondola. Spending the extra money on parking facilities at the gondola base station will be well worth the benefits in getting people out of their vehicles and onto a gondola. Having mainly covered parking will be perceived as a benefit in inclement weather. The parking structure should be carefully designed to consider the unique criteria to successfully support ski parking. It is very different than parking for an office building or retail mall. The vehicles are typically larger and occupants typically spend time with doors and tailgates open to unload and load gear, put on and take off boots and clothing, and unload and dress children. These actions require space to safely accommodate adjacent parking and to not impede the flow of vehicles in drive aisles. Therefore parking space width should be adequate for larger vehicles, parking spaces should be double striped to allow room between vehicles for opening doors, and drive aisles should be widened to safely allow vehicles in drive aisles to safely pass parked vehicles with persons standing behind open tailgates and wide enough to allow larger vehicles to park without multiple turning movements in the drive aisle. The turning radius for drive aisles should be larger than typical to comfortably allow larger vehicles to pass and should avoid blind corners. The parking structure should have good lighting and blue light emergency phones. Elevators should be oversized to accommodate skiers and boarders with gear, families with strollers, etc. and spaced as to minimize distances that people have to walk in drive aisles. Don't cheap out on the parking structure! There will be alternatives presented that will show more parking spaces for a lower cost, but they will not function appropriately or safely for skier and boarder parking.	Eric Tolles	Website
3272	I support the gondola alternative with the addition of an enhanced parking structure designed to special criteria to safely and successfully support use by skiers and boarders. Eric Tolles		
3272	I think that the gondola option should be implemented, I think it will do the most to reduce congestion in the canyon and is the most effective long-term. I grew up in Denver, and I've seen how bad I-70 has become with ski traffic. Colorado has tried to add another lane but it hasn't helped the traffic at all, if anything it has made it worse because the road feels tighter with 3 lanes instead of two. I think if the road up LCC is widened it won't reduce congestions by very much, and in a few years it will be just as bad if not worse than it already is. A gondola should be built, along with restrictions for letting people only drive up on weekends if they are carpooling.	Tanner Lewis	Website
3273	The gondola makes the most sense. I also think the cool/wow/fun factor of it would make it more attractive to guests, raising the usage of it and lowering congestion of the canyon. One of the things people dislike about buses is they can get cramped and smelly, but a gondola is a bit better with seating, spacing, and interior materials used.	Erin Coleman	Website
3274	I support solutions that encourage the use of public transportation in the canyons and discourages personal transportation. In addition to a gondola or tram system, a use fee should be implemented for vehicles traveling in the canyon. Even with the current busses there are still too many people who don't use them because it is simply more "convenient" for them. Until it becomes less convenient the problem will continue	Mark Nischalke	Website
3275	I support the Gondola option.	Jeff Kirschenmann	Website
3276	I think that the Gondola Plus La Caille Base Station is the best way to keep cars out of LCC and improve the canyon experience for all visitors. A gondola will make it so that weather issues are much less likely to impact traffic.	Eric Brandolini	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	UDOT - I am an avid Utah skier for nearly a decade now and try to spend an average of 18 days per season in the Cottonwoods. I primarily ski Snowbird and Alta for the quality of the resorts, the stunning scenery and the unparalleled experience.		
3277	I have been following the discussion around what to do about the growing popularity of LCC and the litany of growth problems that accompany such increases. After reviewing the Gondola proposal, I urge you to support this direction. Coming from New Jersey, I have invested considerable monies in Utah vacations over the last decade. Lately, that investment has been increasingly affected by rising traffic, lack of resort parking and closed roads resulting from avalanche conditions affected by extreme weather patterns. The Gondola solution to me seems to be the only solution on the table that would resolve most of the pain points above while also preserving the exceptional environmental and adventure qualities LCC offers. It would also make my investment in travel to the area more predictable - knowing that I will almost always have a way to get the on-mountain experience I and many others around the world flock to LCC seeking. Regardless of this issue, thank you for your hard work in maintaining LCC. I know it is a monumental task. I sincerely appreciate the work, risk and enthusiasm put forward so we can enjoy our sport. Go Gondola!	Steve Sost	Website
3278	I'd like to submit a comment in favor of the gondola proposal.	DANIELLE DEBOER	Website
3279	I am a Little Cottonwood Canyon resident. I strongly OPPOSE widening the road or adding tunnels. The entire basin is a natural resource, not simply a transit area to reach the resorts. Full environmental impacts to the entire canyon — including view shed, traffic, construction impacts — of any work must be evaluated.	Edward Sondey	Website
3280	This sounds like an interesting solution!	Micha Jeppsen	Website
3281	I strongly support the gondola alternative.	Eric Reische	Website
3282	We need help with the congestion and this seems like the most workable plan with the least impact	Ron Thrapp	Website
3283	I'm a Utah native and have been skiing Little Cottonwood for 40 years. I support the gondola plus La Caille base station as a good solution for traffic congestion. I would be more likely to use it versus taking a bus. And I prefer its moderate visual pollution to the actual emissions-based pollution of the other options.	Patrick Griffin	Website
3284	I prefer the gondola to any other choice for Little Cottonwood Canyon	Ingrid Schmidt	Website
3285	Gondola is a great idea	LINDA CARRUTHERS	Website
3286	As someone who uses SR-210 about 100 times per year, I believe we desperately need to consider new options to improve access. Ultimately the best option is going to be a gondola. This will relieve pressure on the highway by providing a superior, weather-resistant alternative for traveling to and from the ski resorts while preserving down-canyon access for backcountry users. Furthermore, while I don't understand all of the financial details, the La Caille option seems like a much better configuration than attempting to place a gondola station at the mouth of the canyon.	Benjamin Stokes	Website
3287	I've been skiing in the Little Cottonwood Canyon for 30 years, since I was 3 years old. Some of my best memories have been there - in fact most people who know me know this is my favorite place in all the world. Please vote to help protect this area for future generations. By building a gondola, we can reduce carbon emissions, while giving more people access to this wonderful terrain. More time on the mountain, less time in your car in traffic. Win, win. Gondola, gondola, gondola!	Maya Ripecky	Website
3288	While I am not an Utah resident, I have enjoyed skiing at Alta and Sunbird and believe the Gondola would be a very practical solution to traffic in the Little Cotton Canyon. BUILD THE GONDOLA! Stop trying to push cars and buses up the canyon.	Roger Dellinger	Website
3289	The current situation is unsustainable. The current level of traffic for skiing is ruining the Cottonwood Canyon experience. We've known about the problem for years and now that we're at a crisis level we should act!	Coleman Barney	Website
3290	I definitely support the gondola option.	Paul Petersen	Website
3291	I am in support of the gondola from the base of little cottonwood canyon. The traffic has become unbearable.	Matt Alcone	Website
3292	I don't live in SLC area, but visit two or three times a year. I stay in the Cottonwood Heights area and have encountered the traffic to Snowbird and Alta. It is pretty bad for the most part. I believe that an alternative method to get people to those areas is needed and that the gondola may be a method to do that. It would also be a very interesting tourist attraction and could prevent accidents at times.	Mark Dunn	Website
3293	Little Cottonwood Canyon is a precious natural area that needs to be kept wild. More tunnels and lanes always equal more traffic congestion, it does not clear up the problem and will destroy our wild lands in the process. A gondola is a solution that minimizes pollution and traffic while maintaining the gorgeous vista. I have been skiing Alta and Snowbird for 12 years and even just seeing this road/tunnel "improvement" project is really disheartening. We cannot keep destroying our wild places because more humans want to drive in cars to get to them... let's maintain our sensitive natural habitats and use a gondola solution instead!	Vanessa Roscoe	Website
3294	I support a rail system up the canyon as that would quickly move large groups of people up the mountain. A gondola system is far too slow and would produce a massive bottleneck waiting to board the gondola to head up the canyon and to return back down the canyon. Then the trip up the canyon, while aboard the gondola, would also be too slow. Widening the road is the next best option to a rail system. However, if the road is widened, the additional width should be available to all traffic, not only buses. This would allow more people up the canyon quicker, reducing congestion. I oppose restricting parking on the roadway near resorts or elsewhere. Parking on the roadway should be available and legal wherever road width permits. This allows people to park at various locations throughout the canyon and recreate throughout the length of the canyon. There needs to be a large parking structure, or multiple structures built to increase parking AT THE RESORTS. There is no reason to widen the road to get people up the canyon faster if there is nowhere for them to park. Don't invest in parking structures at the bottom of the canyon-- widen the road, and provide for people to park at their final destination.	Taylor Briggs	Website
3295	I love little cottonwood canyon, but it has been crazy the past couple years with the traffic. It would be nice to have this so that we can travel safely and help the environment.	Karsten Lewis	Website
3296	Less cars in the canon. I don't care if we get there by train, trolley, or T-bar. Less cars in the canon (including busses). If the gondola can make it happen, let's make it happen. And it's scenic!	Nathaniel Binversie	Website
3297	I strongly favor enhanced bus service and no widening of the LCC road. This plan can be implemented quickly and affordably to a wide variety of users with the lowest environmental impact. I think minimizing traffic up and down LCC would be good for the environment and our personal outdoor experiences. I'm tired of smelling burning brakes!	Stephen Brown	Website
3298	I have a few concerns/questions: 1. For all three proposals – How do you get people to change their behavior and actually take public transit? For the #1 (enhanced bus) and #3 (gondola), those times are double what it would take a personal car. For all of these proposals, about a 1/3 of people are still driving. Let's do better! These proposals don't solve congestion. 2. In theory, I like the idea of an added bus and bike lane (#2 enhanced bus with lane expansion); however, there are several roadside boulders that contain world-class climbing (e.g. Cabbage Patch, Secret Garden, Five Mile, the Hill, & White Pine). These climbing areas must be preserved. I don't think you can widen the road and maintain these recreational assets. 3. What will be the associated costs to take public transit? Can locals at/below poverty line enjoy LCC or just the rich out-of-state tourists/skiers? Why not change the driving & public transit paradigm? Let's do free buses and pay to drive (exceptions could be made for residents who live FULL time in LCC). 4. Express and frequent stop bus options should be considered. Personally, I climb lower in the canyon in the winter, so I'd benefit from more public transit stops; however, that would madden a resort skier (and they'd just take their personal car... leading to more congestion, pollution, etc.). Also, are you planning additional bus stops or just ones the ski resorts? There's more than just ski resort recreation in LCC!	Tailie Casucci	Website
3299	Let's keep Utah active	Greg Holzkamp	Website
3300	The Gondola solution only makes perfect sense as highway traffic will only get worse as it has since the world finally discovered Utah skiing.	Larry Siglin	Website
3301	Great solution. Environmentally friendly. More flexible in case of future changes. I will be bummed because more people will get top the mountain on days when the road is closed, but this is better for UT and the world.	Steven Levy	Website
3302	I believe that a gondola going up LCC would be beneficial for most.	Cod Mays	Website
3303	I think the La Caille gondola option should be considered as an alternative to widening roads and building tunnels. Please don't pave more of the canyon and encourage even more cars up in our pristine and irreplaceable canyons! If the roads are widened instead of putting in a gondola, then more cars will go up the canyon which will just cause a parking problem at the top, requiring either fees to park, or building more parking structures up top, or both. Moreover, with more traffic able to get up the canyon, whose to say we won't be having this same discussion about needing even wider roads and more construction in the canyon in another 5-10 years? It's a cycle of fixing a symptom instead of solving the root of the problem in my opinion.	Andrea Hooper	Website
3304	I vote for the long term sustainable option to build a Gondola.	Martin Johansson	Website
3305	I support going with the gondola option, to keep traffic down in Little Cottonwood Canyon.	Clint Hanni	Website
3306	Please choose the gondola! Preserve cottonwood canyon for future generations! Less automotive traffic is inherently better.	Alec Gonos	Website
3307	I strongly support the gondola option. It is best to preserve as much of the Canyon for future generations and to slow everything down there—instead of ramping up the activity and making the Canyon less attractive to visitors.	Theodore Schatzki	Website
3308	I would like to voice my support for the gondola option. Adding more buses and pavement in the canyon will not preserve it like it should be. Please choose the gondola.	Katie Greene	Website
3309	Fully support the Gondola idea for LCC!!! We need to build innovative solutions to protect the beauty of our sacred land and clean air. Please do this and set an example for others to follow.	Mike McConnell	Website
3310	I vote for the gondola	Eric Bloland	Website
3311	Gondola transport in/out of Little Cottonwood Canyon is a very good idea. Once gone (e.g. wider roads, more traffic & buses, etc), the beauty of the canyon can't be replaced. Public road access should not be prohibited, however. Keep both means of transport available.	Tom Livingston	Website
3312	Make the La Caille gondola	Carter Allen	Website
3313	I support the Gondola and think that's the best option to preserve our canyon.	Amanda Romualdo	Website
3314	I support the Gondola	Mauro Romualdo	Website
3315	I wholeheartedly support the proposed Gondola as by far the best way to provide enhanced access to Little Cottonwood Canyon while preserving its beauty and avoiding the enormous pollution that already exists and would be very greatly increased and exacerbated by the other alternatives.	James Wavle	Website
3316	I would support the gondola if the base and parking were at the mouth of little cottonwood - otherwise a gondola makes ZERO sense	Josh Christensen	Website
3317	I fully support the Gondola idea as it's the only real viable solution. We don't need more buses on the road.... we need to get cars OFF the road and implement more innovative, clean air solutions that set an example for other towns to follow. Please create the Gondola for LCC!!	Belinda McConnell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3318	<p>Dear Sirs:</p> <p>I think UDOT should adopt the Gondola option PLUS the proposed LA CAILLE BASE STATION to solve the Little Cottonwood Canyon transportation problem.</p> <p>https://gondolaworks.com/</p> <p>Having the gondola option during the winter with parking at the gondola base is especially enticing. I would also take the gondola during the summer to get to the condo at Iron Blossam Lodge, enjoying the scenic ride instead of having to concentrate on driving.</p> <p>Thank you,</p> <p>Mel Fullmer Salt Lake City</p>	Mel Fullmer	Email/Website
3319	Let's goooooo!!!!	Gavin Piva	Website
3320	The gondola option is the best one to alleviate traffic congestion and accompanying pollution in LCC. For any of the above options, a toll booth that charges single occupant, noncommercial/nonresident drivers a fee that would be higher than that for a multi-occupant car, would help. Additionally, it would be great for a shuttle to be available at Alta and Snowbird during the summer months that can take gondola riders to & from popular trailheads in LCC to alleviate parking congestion.	Tara McKee	Website
3321	<p>I support the gondola plus the La Caille base station. The systems we put in place now need to be systems designed to service the future. Sustainability is key in every decision made today for this reason. Additionally, as traffic is projected to increase to snowbird and Alta, the addition of extra cars and extra lanes will only be a bandaaid, a short term solution. It will create a heavier burden on snowbird and Alta to pave more paradise to accommodate more cars, and will discourage more patrons from making the trip because the "traffic is horrendous". What Utah Skiing has over other ski hubs in the US is accessibility. Get out of the plane, or walk out of your home, and be on the mountain in 20 minutes. This is what I brag about to non-Utahns. Traffic hasn't allowed for this at snowbird/Alta even if you live at the base. The gondola will solve this problem. It would be a win for locals, tourists, the resorts, and the environment.</p> <p>Thank you, Isha Varma</p> <p>Ps- I will be getting married at snowbird next summer. I wish this would be an option for my guests so they don't have to worry about drinking and driving up and down the canyon. Too many accidents have happened on that road, a gondola would easily prevent accidents and save lives.</p>	Isha Varma	Website
3322	I fully support the gondola idea!! As long as operational time started early in the morning for employees of the resorts and for people to start lining up at the top rather than the bottom. We dont want to see more bottlenecks like the gondola at snowbird	Alec Wodowski	Website
3323	I support the Gondola Plus La Caille base station. Please don't pave over LCC.	Matthew Morgan	Website
3324	I like the idea of the Gondola but fell option 2 is the best mix of public bus transit, getting families up there in their cars and a huge win for cyclists during the non-ski months. For me time to resort from home to chair is what we are aiming for. The gondola route takes too long with too many steps. It will fall flat because of that. I have a family of 7 and none of this makes sense for us to take any of the public options. But if there are only a couple of us, I'd take an expedited direct bus ride to Alta.	Kevin Pferdner	Website
3325	The gondola would be a great solution provided it has enough capacity I. The mornings and opens early enough. This important to backcountry skiers as well as resort skiers.	Pete Stone	Website
3326	I would love to see a gondola go up Little Cottonwood Canyon. The traffic is taking the joy out of skiing. Our family is affected greatly. I can only image our tourism will be affected as well.	Soorya Louder	Website
3327	I support the gondola solution with the terminal near the mouth of LCC. Sunshine Village in Banff has a similar solution that works efficiently. Additionally, I support the construction of a parking garage at the mouth of BCC to replace the existing parking lot and encourage more people to bus up both canyons in the summer and winter.	Conner Callahan	Website
3328	Please build the Gondola!	Stan Freeman	Website
3329	Outstanding proposal!Please make this happen!!! Been vacationing at Snowbird/Alta almost every year since 1979. Truly believe plan is exactly what's required to take your "skiing magic kingdom" into the next 50 to 100 years!	Jim Merriman	Website
3330	Gondola Option is the best solution for L.C.C. transportation.	Chip Robinson	Email
3331	I am a cottonwood heights resident. Why have we become the parking lot for the ski resorts? Every decision made in our community is for the ski resorts. I would like my tax dollars to go to resurfacing tennis courts, more open space for my kids to play.... not more traffic and parking lots!!! This is awful, our beautiful city is being destroyed by city planners, UDOT and the ski resorts.	Michelle Cowan	Website
3332	So the issue with a couple of the better options- like the gondola and the bus service increase are- that doesn't solve the traffic issue. Where are people supposed to park to get on the bus or the gondola? If there is no where to park, there is no incentive to use either of those options so you are back to the same problem with have now. A junk show getting to the base of the canyons- let alone up to the resorts.	Holly Ricker	Website
3333	Gondola La Callie option!	Libby Jacobs	Website
3334	The gondola sounds like the best long term option.	Michael Ball	Website
3335	I support a low emission solution to resolve the traffic situation on Little Cottonwood Canyon , and also one that doesn't include road widening, tunnels, etc. The latter would destroy the beauty of the Canyon.	Serge Papasergiou	Website
3336	I am in support of the gondola and LaCaille base station options. I do not think that expanding the road or increasing vehicular bus traffic is a sustainable option for Little Cottonwood. This gondola/base station option is consistent with a long-term acion plan that ties nicely into the city/area's transportation master plan. It is a leading best-practice that will grow nicely with future connections to Park City ski resorts and the airport. Not a great answer if you are a car rental company – but as a 'weekend communitier' that skis SLC all season long from Texas, I can tell you that nothing would make me happier than to not use a car when in SLC. Doubling-down on cars and roads just seems like a really, really bad option. Thank you.	Kenneth Martin	Website
3337	We need something different that big roads..We need to work for the nature ..We need green solutions..Thank you!!!	Claudiu Tataru	Website
3338	The gondola seems like a no-brainer! The initial cost in excess the enhanced bus service without road widening will pay for itself in 25 years. And the lower environmental impact is well worth the additional travel time! I look forward to a scenic ride in a gondola up the canyon, rather than sitting in traffic in a packed bus.	Axel Estable	Website
3339	The gondola option is the best option for L.C.C. travel.	Donald ROBINSON	Website
3340	<p>I am a 61 yo female resident, now living in Millcreek, previously in the Avenues. I've lived in SLC for 33 years. I am a frequent and persistent canyon recreation enthusiast, in all seasons. Thanks for the opportunity to comment on this information. First, I see no information related to the environmental impact of any of the transportation options or the current traffic patterns. Please do not even suggest this is an Environmental Impact Survey (EIS) that is being conducted. This is a Transportation Plan and a Corporate Plan that is being presented by UDOT. The issue of LCC congestion is NOT just a winter problem and impacts much more than the ski resorts. Catering to the resorts is the wrong reason for investigating and proposing changes to transportation in LCC. The reason for change is to improve the air and access quality, minimize unfettered growth and expansion, and PROTECT THE ENVIRONMENT.</p> <p>I am in disagreement with each option as presented at this time.</p> <p>I believe a staged plan for reducing private vehicles and harmful emissions must be enacted, and the goal needs to be much more visionary than a reduction of 30% of vehicles in the canyon. This is incredibly short-sighted for the millions of dollars being "spent". Spending millions of dollars for each plan is unnecessary and will not likely be supported by the taxpayers, as much as they want to recreate in the canyons.</p> <p>1. I oppose the widening of the LCC road for any reason.</p> <p>2. Charge a toll to drive up the canyon - for every vehicle. Charge more for less passengers. Enact season pass pricing (weekly, winter, summer only, etc)</p> <p>3. If you charge a toll, traffic will reduce. Investigate this and report back to us. What is the effect of Millcreek Canyon toll? Other ski resorts? Where is your research and data?</p> <p>4. Identify the maximum number of parking spots in the canyon and restrict cars from getting onto LCC road at all when that number is met. (Tally must be prior to the LCC road to prevent congestion). This is a year-round system.</p> <p>5. Increase bus service year-round, all day, into evening. Investigate and report on the increased/ type of emissions this adds to the air in the canyon. Plan to steadily introduce smaller electric vans that car-pool folks from parking lots and hotel locations.</p> <p>6. Do not build snow sheds. It is much cheaper to plow the road and restrict road travel if/when a slide occurs. Unless you can present data that shows the most common locations of slides and the number we have had in those locations each winter season for the past 20 years.</p> <p>7. That data exists - please present it as rationale.</p> <p>Essentially, these plans are premature. There needs to be more extensive study and collection of data that supports each plan from an environmental basis.</p> <p>Try 1-2 changes, then monitor the effects, and better determine the root issues of traffic congestion.</p> <p>We all understand the amount of revenue that Tourism brings to Utah, and specifically the winter revenue due to our fantastic ski resorts. But tourists visit and leave this area and residents stay here. Do not patronize us by suggesting this is an EIS when it is actually a state of UT tourism advancement proposal. State the issue. And the ski resorts need to participate in funding a plan as it benefits them directly. Do not make LCC changes that only benefit the ski resorts. It is only 1 aspect of canyon life. Folks snowshoe, hike, backcountry ski, picnic, camp and live in the canyon and all deserve healthy air, healthy water, and pristine vistas.</p> <p>Respectfully submitted, by a hiker/skier/ snowshoer/ photographer and resident of SLC.</p>	Denise Keenan	Website
3341	Please approve gondola plus La Caille station. It is the only truly viable option without losing the world class beauty and location of LCC. Please don't pander to the developers who we know have ruined so many other pristine Utah gems in the veil of secrecy and desire to make money. Most of our government and city people don't even ski...just ask them. You should put this out to people who use this canyon - from all over the world. Be a trend setter - not a flock sheep adding more asphalt and eyesores to our mountain landscapes. Thank you for listening and acting courageously. May God's will and way be accomplished.	Lynda Krause	Website
3342	Let's make it cleaner and safer getting up Little Cottonwoods!!!	Les Moretti	Website
3343	Added to the long list of benefits is the predictable travel time up the canyon vs. driving and there could be an accident causing huge delays.	James Judeikis	Website
3344	Gondola makes a lot of sense. Especially with the La caille base camp and the parking structure that can be built there	David Urry	Website
3345	Please build a gondola	Robert Hutchins	Website
3346	Dave Fields, President of Snowbird was spot on for recommending the gondola as by far the best alternative for improving transportation in Little Cottonwood Canyon. No need to go through his reasoning here, but it clearly demonstrates the gondola is the best choice. Critical decision making requires detailed analysis and VISION for the long term future of this area. The gondola is the only alternative that works.	Stephen Trover	Website
3347	Please consider the Gondola alternative. I don't think adding lanes to a crowded canyon is the answer. That will only make the parking situation and air pollution impact even worse.	Bryan Christensen	Website
3348	Implement Gondola!	Christie Marinari	Website
3349	Please go with the gondola and base station to preserve the Little Cottonwood Canyon and reduce auto and bus traffic to the ski areas	David Hasbrook	Website
3350	As a resident northeast Sandy near the mouth of Little Cottonwood Canyon I support the LaCaille Gondola project as opposed to increasing private vehicle capacity in the canyon.	Ronald Rogers	Website
3351	Keep the mountains beautiful and save this planet!	David Gluckman	Website
3352	Why ruin a beautiful canyon when there is an alternative option? Preservation of our state or make more room for cars? Which by the way would only increase pollution and accident rates.	Hailey Roberson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3353	I am a recurring season pass holder at Snowbird and Alta and I support the Gondola + LaCaille parking lot solution	Carolyn Rice	Website
3354	I think the gondola is the best option for little cottonwood. Please put the gondola plan into action!	Chad Anderson	Website
3355	I am for the building of the gondola, as long as the rest of the mountain is preserved from future development for commercial use, to preserve the natural beauty and allure in the first place. Wildlife and plantlife are invaluable to the culture of Utah, and this is on the cusp of crossing a line. It does seem less destructive than any road extension would be, and a potential improvement for emissions. That is why I am for this change.	Hanna Kinder	Website
3356	We need a gondola, not half assed "solutions" that will keep cars clogging up the canyon	Peter Peterson	Website
3357	We can't keep driving cars and buses up the canyons and/or making it so expensive to drive and park that the normal family can't afford to ski. Gondolas are used all over Europe to ferry skiers and save the environment. Now is the time for us to do the same for the Cottonwood Canyons.	Dale Sanders	Website
3358	Please consider the environmental impact of adding more lanes and more vehicles to the canyon. The gondola plan will remove vehicles and traffic from the canyon, not increase it. If you can set the precedence that the gondola system will be successful, others will follow.	Elise Brimhall	Website
3359	The gondola would be great! I highly approve! Please consider this as the BEST OPTION — GONDOLA PLUS LA CAILLE BASE STATION	Paul Jacobs	Website
3360	BETTER MOBILITY Reduces traffic congestion in the canyon Long-term solution – 50-year horizon Proven and tested system Safety – Eliminates risks from avalanches and landslides closing canyon GOOD HEALTH Least environmental impact Air quality benefits Carbon neutral Stays out of protected areas CONNECTED COMMUNITIES Keeps cars and buses as partners in the solution Connected by bus to intermodal hubs Expanded parking at proposed La Caille station STRONG ECONOMY Increases tourism assets and economic opportunities Lower cost than alternatives No road widening required Year-round operation SUPPORT THE GONDOLA	Jon Burke	Website
3361	GONDOLA!!!! Europeans have been using this technology for years. Buses don't work - avalanches are too common and cause massive backup. Gondola seems like a winning option. Reduced traffic, avoid avalanche issues that cause congestion and cars idling for hours. Just make sure there is plenty of PARKING at the base of the Gondola and not have some confusing bus system to get to the gondola that people will never use.	Ann Futch	Website
3362	Please study Gondola Plus La Caille Base Station as a way to get cars out of the canyon and off Wasatch Blvd.	Erin Tiedens	Website
3363	This sounds like the best alternative, much better than destroying the canyon with more construction of roads!	Carl Merino	Website
3364	Please make the gondola! I work up at the resorts and I hate the fact that it takes me 4 hours to get home after my shift! And people are crashing and wrecking every day	Kendall MacSparran	Website
3365	Gondola. I have worked in Little Cottonwood Canyon over 40 years. I have spent many days and nights stranded in or out of the canyon because the road has been closed. If the road is closed due to avalanche danger, mud slides, rock slides or vehicle accidents there isn't an alternate way to get in/out of the canyon. Increasing buses, putting snow sheds, adding more lanes or charging a toll might help decrease the amount of traffic in the canyon, but if the road is closed for any of the above mentioned reasons you still can't get up or down the canyon. So, I like the idea of a Gondola or alternative to the road. "Thank You" for trying to do something!	Jay Jensen	Website
3366	Having enjoyed the canyon for almost 50 years I see the need for an improved way to get folks up and down the canyon with less impact on the canyon. Just skied in Switzerland where we walked to the train, took the train to the ski area, and had a great day. This would make it a very similar experience. The only downside I see is having to carry everything needed for the day with you and not being able to go to the car to get something or drop something off. Would make sense to increase the number of ski lockers at the resorts to avoid carrying so much stuff back and forth.	Arthur Henry	Website
3367	Please implement the gondola solution, it's the best for LCC!	Evan Caldwell	Website
3368	Please don't widen the road! We need to be smarter with out money and world! Let's keep Utah BeaUtahful!!	Christopher Yanez	Website
3369	Please consider all options to help reduce traffic in our canyons!	Candace Collins	Website
3370	I am in favor of the gondola and parking garage.	Sarah Stewart	Website
3371	ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LANE) in LCC	Julie Barlam	Website
3372	As a season pass holder at Snowbird, I travel LCC every week throughout the ski season. I support the gondola option for LCC. It's the best of all possible solutions.	Suzanne Carasso	Website
3373	The gondola should be studied as I am for it.	Steve Linane	Website
3374	Looks like the best option	Edward Hasslock	Website
3375	I support the Gondola & La Caille Base projects for Little Cottonwood Canyon.	Jennifer Carey	Website
3376	Save our wilderness	Allison Cole	Website
3377	I fully support adding a gondola. The road is a terrifying prospect, avalanches and rocks falling. Not to mention the horrid bus system. I can recall more than 10 bus rides where I witnessed people faint due to overcrowding. And with Covid-19 becoming more permanent, the bus just will not cut it. This is good for the environment and good for our sanity.	Travis Suite	Website
3378	I support the more environmentally sustainable option of a gondola vs widening the road	Erin Mortensen	Website
3379	Keep cars out of little cotton canyon - build gondola	Patty Broda	Website
3380	Please do not widen the roads in LCC. Consider other options such as the gondola or a limited number of cars up each day	Trey Kettering	Website
3381	This looks like a good idea and would protect the beauty of Little Cottonwood Canyon while providing transportation for hundreds of people up and down canyon daily.	Phyllis McGihon	Website
3382	Im for the Gondola plus solution.	Lael Holm	Website
3383	Our current situation is horrific in every way. There's no turning back the clock to how it was. All options need to be considered and acted upon quickly. At first blush I'd throw up my arms and say do all three immediately.	Jeffrey Anderson	Website
3384	I think the long term solution is a gondola. Remember that the cost is important. I have a family of 6. Currently I drive because the cost of the bus for my family is too high. \$60 bucks might not seem like much skiing. But, my fuel cost is about \$6.	daniel broyles	Website
3385	Yes for gondola	James Stockstad	Website
3386	I have travelled from Philadelphia to SLC at least once every year since 2002 to ski in Little Cottonwood Canyon, and I strongly support the proposed gondola. Sadly, the regularity of traffic jams in the canyon and overcrowded UTA buses are becoming reasons to think twice about travelling to Utah to ski. At the same time, we all know that increasing vehicular capacity is at best a stopgap measure, and is environmentally destructive in the long term. As a regular visitor to Utah, I can say that the introduction of a sustainable alternative to car or bus transit would only enhance my love of Utah and would make me even more eager to spend more of my vacation dollars in the state! Let's make this happen!	james Loveman	Website
3387	i would like to see a gondola up little cottonwood canyon to reduce congestion, pollution, and make a safer way to get up the canyon.	matt maley	Website
3388	GONDOLA PLUS LA CAILLE BASE STATION is by far the best option.	John Rose	Website
3389	I support the gondola. Do not destroy the canyon by widening the road and adding unnecessary carbon emissions	Sophia Paradis	Website
3390	Love the idea of a tram for little Cottonwood canyon!	Jenna Powers	Website
3391	I support the La Caille Gondola decision.	Gerald Breeze	Website
3392	I have skied at Alta off and on since 1970 and this past winter, we had a nightmare of a time because of the traffic. It is long past time to install the gondola.	Kyle Wheeler	Website
3393	I live on Wasatch (3573 E. Greenhills) and am VERY effected by the traffic. The best solution is a Gondola and parking garage, even though it will bring traffic by my house, this makes the most sense, keep cars, pollution and wasted gas to a minimum. Dick Bass's original vision was a Mono Rail up the canyon but an air tram with back up for busing from a main parking terminal makes much more sense.	Steve Mayer	Website
3394	If they can do this sustainably in Europe, then we can do it here. Be bold and innovative Utah.	Troy Lindquist	Website
3395	I support options that provide a viable alternative to cars cluttering up the road. The The Gondola Plus La Caille Base Station looks like a good way forward.	Michael Sieverts	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3396	Please carefully consider the benefits of the proposed La Caille Gondola lift option. I would like to see such options seriously considered rather than merely just widening roads and enabling more motor traffic. The congestion of cars and buses distracts from the natural beauty and serenity outdoor lovers are seeking.	Erik Ericksen	Website
3397	yes	Erik Krupka	Website
3398	The traffic is only get worse as we move into the future. This will cause more vehicle accidents, pollution, trash, and congestion, to name a few. The gondola will alleviate much of that as well as keep people safe.	David Griffith	Website
3399	Thank you for reading my comments.		
3399	I support a gondola for the Cotton canyons. It is a better long-term solution than relying in cars or buses.	Julie Maughan	Website
3400	Of all the potential solutions to the traffic problems in Little Cottonwood , the gondola seem to be by far the best approach.	Robert Webster	Website
3401	I feel that the possibility of a gondola or alternate methods of transporting skier up little cottonwood warrants further investigation. We should not mar that beautiful canyon with wide roads and tunnels.	Hayden Datwyler	Website
3402	I was born and raised in Sandy, Utah. I consider the Cottonwood canyons my backyard of which I love immensely. I am in FULL support of the Little Cottonwood Canyon Gondola Plus the LA Caille base station.	Kobe Chavez	Website
3403	Please study all alternatives, including the gondola and base station.	Bruce Smith	Website
3404	I like the tram/gondola idea. It's time for action.	Steve Robinson	Website
3405	This is a well proven solution and the best option for preserving the canyon!	Travis Ruiz	Website
3406	I feel that the gondola solution to move people up Little Cottonwood Canyon to Snowbird and Alta is a reasonable alternative to wider roads, more buses/cars and avalanche tunnels. It will help to preserve the canyon beauty.	Paul Resel	Website
3407	Outsider, reviewed info, love the canyon and trails. Gondola and or shuttles makes total sense. Particularly in wintertime. More gondola than shuttle.	William Strotbeck	Website
3408	This will serve only the resorts, just like the busses. It's worthless to those of us who want to actually go somewhere outside Not a resort.	Kordell Black	Website
3409	I support the projects	Sandi Kafenbaum	Website
3410	Yes to gondola. Yes to cleaner energy, air, water and soil. No to more development in LCC.	dean weiss M.D.	Website
3411	Gondola is a much better option!	Xzavier Bristol	Website
3412	The gondola plus plan is the way to go.	Howard Fishman	Website
3413	In favor of alternate transportation option for Little Cottonwood Canyon. It would also be an off-season attraction	Steven Ott	Website
3414	I think we need to do it all. Gondola, tunnels all of it and it still won't be enough.	Nick Markosian	Website
3415	Gondola is a great idea	John Brill	Website
3416	I think the gondola with a base station at La Caille makes the most sense to provide access and still protect the canyon.	Marc Peterson	Website
3417	I vote for the gondola!	natalie Gibb	Website
3418	Prefer Condola plus and Lacaille base	Don Call	Website
3419	I'm in favor of a gondola. This will help provide clean and safe transportation as well as elevate the customer experience.	nicole greener	Website
3420	Sound like a good solution	Robert Gallo	Website
3421	We need a gondola!!!!!!!!!!!!!!!	JOE CHAVEZ	Website
3422	The gondala with La Caille Base station makes the most sense. Let's fix the the problem from the beginning and not put a temporary bandaid on the situation.	Joseph Toney	Website
3423	A gondola would be a great solution to get cars out of the canyon .	Jesse Kirvan	Website
3424	I am in FULL support of the Little Cottonwood Canyon Gondola & La Caille Base Station. I've lived in Sandy Utah my whole life and I love Little Cottonwood Canyon. I want to share it's beauty with everyone, and I believe this is the most responsible way to do so. I want to keep the right of local resident's ability to drive up to the canyon in the winter, but the overload of out-of-towners and new Utah residents are making this difficult. This project would be a great solution to the issue.	Jacob Chavez	Website
3425	Gondola is the way to go to alleviate traffic in canyon. Hello,	Mike De soua	Website
3426	I am very enthused to the idea of the proposed gondola as a long term solution to our transportation needs and air quality issues. That being said, I have a couple of questions. 1. Is there an analysis of the expected/anticipated time the gondola could be shutdown due to winds? My thought is the canyon is a pretty good wind protector already and the wind would run parallel to the lift line, however gondola closures if any is a concern. 2. The proposed bus traffic, is currently running diesel or electric buses? Is there an estimated cost built in to offset CO2 emissions by switching to electric buses only? Thanks for your time, Matt Voltja	Matt Voltja	Email
3427	With the gondola alternative—is it possible to include a drop-off lane at the Gondola station for Lyft/Uber's and cars to drop-off people? Also, with the Gondola plan, will you also be increasing the bus service as well? And would the buses be switching to be electric?	Nicholas Carpenter	Website
3428	I support Gondola Plus La Caille Base Station plan.	Simon Paquet	Website
3429	Gondola is the right plan!!	Scott Hagen	Website
3430	I am a vacationing skier (who hopes to live near the base of LCC someday), and I certainly think a gondola will be better than the current traffic jam. But I honestly might consider driving up the canyon if I had to park somewhere and then wait for a shuttle bus to the gondola. If those shuttle buses are on 5 - 10 minute headways, then it might be OK, otherwise the possibility of a long wait isn't worth the risk when precious ski time is ticking away.	Anthony Russo	Website
3431	We need to focus on getting more reliable bus service from the communities up the canyon without altering the beauty of this majestic canyon with construction. Please spend some time and money in implementing services that can make an impact now.	Ryan Pilstl	Website
3432	Thanks I think a gondola from the base is a great idea!	Paul Wasserstein	Website
3433	I've been skiing in the Cottonwood Canyons for over 30 years and travel globally to ski as well. The traffic, avalanche danger and inclement weather road conditions are huge problems I face getting to Snowbird and Alta that I never face in other ski destinations. I recognize Little Cottonwood Canyon is unique in its canyon access so, therefore, think a Gondola with La Caille Base Station would be the best option for resolving the current traffic mess and safety risks year round.	Scott Kolb	Website
3434	what's the fee to ride the Gondola?	billy bohnholdt	Website
3435	Buses work fine. Gondolas are ridiculous	Scott Ballard	Website
3436	I strongly support the gondola solution and am against solutions that widen the road or put more car and bus traffic in little cottonwood canyon.	Jeff Feldgoise	Website
3437	Please consider the gondola option. As a resident that lives right on wasatch blvd this would be a great option. We don't need more cars going up and down the canyon. The gondola would fix that issue and be very sustainable. Thanks	Dan Obrien	Website
3438	How does impact the entire mental aspect of the canyon? Will Snowbird still or do they plan to cap off the number of scares since this option would allow more people on the mountain? Those are my concerns	Karen Richardson	Website
3439	Please please please do the gondola! Fastest, cheapest, lowest-impact environmentally, plus a tourist attraction in itself!	Mike Elliott	Website
3440	I am a timeshare owner at Snowbird. The gondola proposal should be pursued to protect Little Cottonwood Canyon as much as possible.	victor McPhee	Website
3441	People don't like taking buses, period. Regardless of how quick and reliable they are, skiers and riders want don't want to deal with them. Adding a gondola or adding another lane will be the best option. Gondolas will also provide the "scenic ride" in the summer, and adding an additional lane will allow bike and runner traffic a safer alternative. The Gondola Plus La Caille Base Station option is the best, with ample amount of parking at the base.	Ben Fleming	Website
3442	I support the gondola option. I do not think widening the roads and allowing more access to vehicles is the best option. The most eco-friendly which is what the mountains are all about would be the gondola option.	Cody Sabey	Website
3443	I support the gondola option heavily over expanding the roads for more vehicles	Cody Sabey	Website
3444	I support the gondola.?	Jen Edmondson	Website
3445	I support the Caille gondola!	Matthew Rusling	Website
3446	I support the The Gondola Plus La Caille Base Station. Let's work together to make it happen!	Alfredo Lopez	Website
3447	I support the gondola plus La Caille base station proposal.	Levi Blackstone	Website
3448	I support the gondola. Please save Little Cottonwood Canyon	Mike Ferry	Website
3449	I'm all in favor of getting people off the roads and into the gondola for their adventures. What a great tourist attraction too.	Julie O'Neill	Website
3450	Do it! Relieve that pressure on the canyons	Matt McArdle	Website
3451	I support the gondola and La Caille base center, over the other recommendations.	Rob Greener	Website
3452	I would love to see a combined plan that included the gondola with an increase in buses, and only adding electric buses to the fleet—then slowly transition the remaining normal buses with electric.	Nicholas Carpenter	Website
3453	My vote in order of preference: 1. Enhanced bus and widened road 2. Gondola 3. other bus	Ken Timboe	Website
3454	Please consider the gondola as the preferred solution to the traffic issues in Little Cottonwood Canyon. It is a 21st century concept that generations to come will hail as a forward thinking project. Thank You!	Chris Olafson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3455	I support the Gondola Plus La Caille Base Station option!	Tracy Engel	Website
3456	Please explore the LCC Gondola plus La Caille Base Station proposal. It makes sense to not expand Wasatch BLVD or the canyon road in there are other equally effective solutions. Long term, fewer cars and traffic in the canyon is better for all stake holders.	Eric Mercer	Website
3457	Yes gondola or light rail	Bikki Nelson	Website
3458	I don't like the gondola, I also don't like expanding the roadway. Think about making it bus only, or permit parking only, or pay to park, or a toll road, etc	Meredith Ackerson	Website
3459	I have skied at Alta and snowbird for my whole life and it is time to fix the canyon. We need a gondola. While making the road wider will make people go up the canyon it still does not mean a bad driver or car will hold up the traffic. It is also a problem when the parking lots get full and people Park on the highway. If Europe can make a gondola over large mountains why can't we make one in a canyon.	Dalton Mylar	Website
3460	I am in favor of the gondola solution as it allows for the most safe and constant access to the resorts. I also view it as a unique solution to this complex problem. No solution will fully satisfy all who value usage of this canyon. This solution however provides for an approach that removes cars and stigmas associated with other mass transit solutions.	Michael Nielsen	Website
3461	Resident of Holladay. I support the Gondola option PLUS the proposed LA CAILLE BASE STATION.	Kellie Betancourt	Website
3462	Gondola is the way to go. Best for everyone	Robin Marahatta	Website
3463	While I still maintain rail is the best long-term solution for both LCC & BCC, I wholly support these gondola plans over added traffic and bus lanes. Busses still will struggle in bad road conditions. It's not practical.	Elizabeth Ostrander	Website
3464	Please, let's rethink this proposed solution.	Ryan Hamblin	Website
3465	I strongly feel that the solutions presented will not alleviate congestion enough. They will simply move the congestion. A gondola will only concentrate significant congestion to one spot and does not create a solution for both canyons. The bus frequency and the number of park n rides directly served should be increased substantially. Currently, the parking lot serviced by the ski busses fill up and do not serve the demand as is. If you do not allow private cars to go up the canyons to the ski resorts and force people to park at park n rides throughout the city, you alleviate traffic at the 6200s exit and buses can travel faster up the canyon. Having buses make minimal stops and go direct from park n ride around the city and make it free, would alleviate congestion, force people to use the bus, and make the experience more pleasant for all parties. The bus needs to stop at trail heads for backcountry skiing or allow for certain permits to drive up for the purpose of hiking and backcountry skiing. A gondola is expensive, does not alleviate congestion at the base and poses risks of breaking down or having to shut down from wind, etc. Buses are far more reliable.	Sarah Waugaman	Website
3466	preference: 1) constructing a sustainable gondola 2) road widening with additional bus transit	Josef Prchal	Website
3467	Gondola would be a great way to help locals still access the mountains on great snow days as well as holidays when people from out of town are flooding our resorts. Also think that it would be a great experience for people who are traveling to utah to make it so that they dont have to sit in traffic and give them an unpleasent experience.	Reilly Kelly	Website
3468	I support continued investigations into the gondola alternative to relieve traffic congestion and pollution in the Little Cottonwood Canyon.	Norm Nicholls	Website
3469	That gondola would make a world of difference	Eric Lepkowski	Website
3470	The gondo seems like the best choice far and away.	Vince Clemens	Website
3471	The gondola alternative should be investigated to preserve LCC and decrease the danger and emissions related to higher vehicle traffic in LCC.	Jonathan Jurgatis	Website
3472	Of the three options, I strongly favor the gondola option. It seems to me that it permanently alters the canyon far less than erecting snow sheds and berms with or without widening the road. It also seems to me that the gondola option would require far less total road closure during construction than would road widening and snow shed construction. The snow sheds option without peak bus shoulder lanes makes the least sense to me as it improves trip time very little. I know little about the recently proposed LaCaille gondola option, but given its support among people I respect, I do believe it is worth examination. I also believe that the gondola can and should be run during "off season." Traffic volume and lack of resort parking, especially if road side parking is eliminated, during Octoberfest, holidays, and, increasing, on weekends is such that mitigation by means of the gondola is, I believe, warranted. Summer season gondola rides could also become a popular tourist attraction. I have no objection to bikes being allowed on the gondola except during peak ski season.	Nycha Schlegel	Website
3473	I remained troubled by tolling and am absolutely opposed to disallowing single occupancy vehicles. Perhaps tolling could be eliminated during off peak hours and for vehicles with four or more occupants at all times.		
3474	Large vehicles dramatically slow traffic, sometimes to as little as 15mph. Frequently cars pass such vehicles even in road sections with double yellow lines, creating a truly unsafe situation. It seems to me that during peak hours large vehicles except for snowplows, buses, and emergency vehicles should be eliminated uphill during morning peak and downhill during the afternoon peak.		
3475	Get r done	Brett Rose	Website
3476	Definitely want to study the la caille gondola option	Chris Haleua	Website
3477	I support the gondola 100%	lisa schwartz	Website
3478	Please consider the gondola option for Little Cottonwood Canyon. It seems like a great alternative to wider roads and more traffic.	Lee Reed	Website
3479	I agree a gondola would be a wonderful option. Much more predictable.	Steve Duke	Website
3480	I prefer option 3, the gondola. It is the most forward looking as there is a clear limit on the roadway options so non-roadway options need to be seriously considered.	Zachary Segraves	Website
3481	The carbon output considerations of the gondola coupled with the secondary & emergency viable egress make this solution both the environmentally-friendly and operationally favorable choice.	Jacob Graham	Website
3482	Thanks	S Draper	Website
3483	Go for the Gondola option. Please don't ruin Little Cottonwood Canyon!	Michael Cooke	Website
3484	Condo owner votes for gondola. Much less carbon footprint. Don't widen road.	Greg Feld	Website
3485	Widening the road would only increase the amount of idling vehicles sitting in traffic on a powder day, thus increasing air pollution. A zero emission gondola is a better option.	Nathan Ferrara	Website
3486	Widening the road into Little Cottonwood Canyon would destroy the natural beauty of this special Utah treasure. Please keep Utah beautiful, it is the reason we visit season after season!	Jeanne Blasberg	Website
3487	Please make a gondola, traffic is absolutely insane and it gets worse every year because of the ikon pass	John Ziouras	Website
3488	I would like to see UDOT get a quote from the Boring Company for a tunnel due to their low costs and enormous benefits!	Leo Epstein	Website
3489	I am a non resident that has been skiing the greater Salt Lake City area since the early 1980s. This is a win-win solution for all factors involved.	Daniel Ross	Website
3490	I support the gondola, but I think the plan should be slightly reworked to allow for a drop off area at the gondola base.	Conor Bolich	Website
3491	I support the expanded bus services without road expansion. I think we need bus service to the canyons YEAR round, not just during ski season. We could make the canyons, safe for hikers, skiers and bike riders by only allowing busses access up the canyons and keeping ALL the cars from entering the canyons all together. We should look at a model that has been successful like in Zion National Park. We need to have many more than 24 busses going up the canyons in an hour at peak times. If you think it is just a ski resort/ ski season problem, just note the 3/4 mile parking along the highway to access the white pine trail head up LCC right now. We cannot build parking lots big enough to contain the ever growing numbers of people who want to recreate in these canyons year round. You will Ruin what people are coming to enjoy.		
3492	Please don't be so short sighted as to think this is only a problem for 4 months of the year. We need to have a bus system that has ability to stop at all trail heads (not just the ski resorts) to address the congestion. I am a year round user of the canyons, enjoy the resorts but also like to hike up the canyons and hike and all of this is very dangerous with all the cars whipping by so that you must use extreme caution to cross the road by foot anytime of year. This problem gets exponentially worse each year. With the desire to double the population of SLC in the next 30 years. We need to keep the traffic out of the canyon and expand bus services that people are paying for by head count. I definitely would NOT support using my taxes for a gondola that just runs to the ski resorts. It just would not take enough cars off the road.		
3493	Expanding the bus services (more than 24/hr at peak times) is the only answer. This way no more parking lots would need to be built. the road would not need to be expanded, our drinking water would stay clean, the canyon would be safer for hikers, skiers, bikers needing to cross or ride on the roads. Allowing MORE traffic is NOT the answer. Gondolas to the two ski resorts does NOT address the year round traffic issues. Just look at the overflowing parking lots at all the trailheads right now. Drive to the S curve and try to park to walk up to Lake Blanche. Drive to White Pine and to try to hike to red pine, drive to Mill D to try to hike to Desolation Lake and tell me this is not a year round environmental and safety issue. Just charge people day access to ride a bus up the canyon. Use electric buses to keep pollution low. Build parking structures at the base of canyons as well as at current UTA parking lots around the valley that are specifically for accessing the Cottonwood Canyons so people don't have to transfer buses. You may only need to service the "Cottonwood Canyon" buses from the extended sites during the winter season.	Christine Miller	Website
3494	Please look at this transportation issue for what it is. A year long watershed, environmental, personal safety issue, not just an issue for the ski resorts.		
3495	Thank you,		
3496	Christine Miller SLC, UT 84108		
3497	I'm for it as long as we can take provisions for our timeshare!	Frank Wilson	Website
3498	I'm interested in learning about the proposed restrictions for day skiers who in the past had been able to drive up and down the canyon in their private car.	Charles Fillmore	Website
3499	I like the project propose to preserve little cottonwood by gondolaworks.	Wilfredo Mendez	Website
3500	This gondola would also help loads and loads with traffic, if executed properly. ? not to mention how cool it would be. What an awesome experience to ride the gondola to the resort from the city, please take this into consideration	Benson Weeks	Website
3501	As a local resident living at the mouth of the canyon I ask that you consider the Gondola Plus the La Caille Base Station to help limit traffic and environmental impact of getting up the canyon.	Lori Fulmer	Website
3502	Gondola!!	Kimberly Simmons	Website
3503	Let's makenhis gondola happen. It isn't great solution to a problem that is only going to get worst.	Paul Stratford	Website
3504	I support the Gondola.	Audrey Bielefeld	Website
3505	All about the Gondola! It will a make not only Going up the mountain easier but going down easier with less traffic.	Parker Acosta	Website
3506	All proposed plans are bad. widening the road is unnecessary tunnels are unnecessary. a gondola is a year round eye sore for every view down the canyon and suffers from the difficulty of running when winds are high on top of being undesirable and only having limited stops. we need to be following the lead that Zion national park has established. forbid cars that do not belong to residents of the canyon. dramatically increase the investment in electric busses and have many stops that change with the seasons so that people do not have a choice. if given the choice to use public transit or to drive their own car not enough people will use the transit. forbidding cars in the canyon that don't live there will stop the problems of people driving cars that are not properly equipped for the snow. if there is an avalanche on the road this route makes sure there is less traffic so it is significantly easier to clear the snow.	Jerome Kuntz	Website
3507	this plan would be cheaper and only lower the environmental impact on the canyon.		
3508	Most snowsports enthusiasts that I know are willing to pay an annual fee to ride the gondola to Snowbird and Alta. The annual pass needs to be digitized for easy scan and recognition. A case-by-case digital pass would also be acceptable. It could be tied to a bank account and automatically debited for each ride. Since I work at Snowbird, it would be nice to have an annual employee pass at a reduced rate, or better yet, free to employees.	Ray Anderson	Website
3509	How loud would the gondola be compared to traffic from the road? Curious about any sound pollution, and if there are ways to make them more silent.	Nicholas Carpenter	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3502	I have three kids and when I go skiing with them I have lots of gear, lunches, and clothing. The gondola/La Caille base station option is a non-starter for me since it would be impossible for me to carry--let alone store--all the stuff I need at the resort. I need a vehicle when I go skiing and I think most Utahns do too. Please, expand the road, install the tunnels, and create better parking. It's the most economical option to get in and out of the canyon quickly. Using a gondola would take forever and wouldn't be nearly as convenient for families.	Sam Allen	Website
3503	I support the gondola option as a means of preserving the canyon and alleviate traffic congestion.	Ken Wilson	Website
3504	I support the Gondola plus la Caille Base Station. I am a Snowbird pass holder and believe this option makes the most sense as we move into more crowding in the future!	Jane Arhart	Website
3505	I support the Gondola Plus La Caille Base Station in LCC.	Scott Schmutz	Website
3506	Fully support the gondola and La Caille base station proposal! The traffic up into the canyon is unsupportable.	Bruce Wilkinson	Website
3507	This is a much better solution and I would like to see this come into fruition.	Rohun Hundal	Website
3508	I support the Gondola and enhanced bus service. Last year was a nightmare and we, locals, are ready to ski elsewhere. Only real change will produce the right result.	Craig Paller	Website
3509	go for it.	mike rogge	Website
3510	Gondola, sadly, is the only and best solution	Garth Driggs	Website
3511	Gondola makes sense.	Paul Spranklin	Website
3512	I am in favor of the gondola.	Detgen Greeff	Website
3513	I am a Snowbird timeshare owner, and have had the privilege to ski and hike in Little Cottonwood Canyon for 25 years, I strongly support further study of the Gondola Plus La Caille Base Station option.	Elizabeth Taylor	Website
3514	I Vote Gondola.	Mary Kellogg	Website
3515	I support the la coille tram	Tyler Davies	Website
3516	Best idea yet!	Maria Ravarino	Website
3517	Do it! This would be great	Drexler Harvey	Website
3518	I am writing in support of the gondola plus La Caille base station option. Thank you for considering options to better support our canyon community.	Gwendolyn Flickinger	Website
3519	I also think a stop at White Pine Trailhead is important. Especially to get hikers off the road during the summer.	Nicholas Carpenter	Website
3520	I support the gondola!	Jason Hawkins	Website
3521	Please help keep Utah clean and support the gondola instead of increasing traffic.	Gabriel Ruffin	Website
3522	I strongly oppose adding traffic lanes and building tunnels in and around Little Cottonwood Canyon. A gondola or improved public transit system would be better alternatives. I've suffered through hours of freeway traffic between Denver and the front range mountains; adding vehicle capacity is the last thing Little Cottonwood canyon needs, and likely would not solve the congestion issues.	John Forbes	Website
3523	I love the idea of a gondola to get up the canyon!	Lori Broadbent	Website
3524	I support the base station and gondola option.	Kim Smart	Website
3525	I think the root of the problem is the ikon, and so snowbird doesn't wanna lose money so they won't drop the ikon. but a gondola would be 1. very unsightly, and look so ugly going all the way from La Caille to the top of LCC, more unsightly than road tunnels. 2. Snowbird can't keep the tram open during a storm or in high winds, what days are the canyons most crowded? during huge storms. so we would have this gondola thats useless to controlling crowds on the busiest days because of the weather. 3. it would likely resort in crazy taxing, while i think snowbird and alta should chip in to find a solution for their canyon. 4. it really won't change much. you either wait in traffic or wait for the gondola.	Parker Pogue	Website
3526	As someone who travels to Salt Lake City from Maine each winter season several times I would like to let you know that the gondola solution to the traffic problem seems like the most responsible solution available and I hope that you decide to do what's right for the area and the air we breathe.	Jim Mccalsky	Email
3527	Great idea I support the plan	Terry Bybee	Website
3528	I support Gondola development	Dorothy Ainsworth	Website
3529	I am in full support of adding a lane for bus traffic only during the winter season, and then using it as a bike lane in the summer. I think adding a big parking structure at the base of the canyons is important, with a bus depot, a place to buy lift tickets, a cafe, etc. People can hang out there, wait for the bus, store gear/dry clothes in rentable lockers, etc. This option allows for increased accessibility during winter and summer, making the canyons safer for recreationalists all year round. Thanks for receiving my comment.	Abby Rideout	Website
3530	We need this!	Ethan Kelley	Website
3531	I would like to have input on the transportation solution to the cottonwood canyons.	Paul McKee	Website
3532	I very strongly support & highly recommend CW Mgmt's "LaCaille gondola station proposal to be the best UDOT LLC EIS transportation alternative. It would provide year-round (high volume when necessary) safe visitor transportation between the base & top end of the Canyon. It would eliminate the seasonal traffic overloads which affect not only the visitor, but the residents of the communities of Alta, Granite, Sandy & Cottonwood Heights. It would do so by eliminating the necessity of closing the Canyon for avalanche control. LCC has the most road-closing avalanches in North America! It would also be capable of providing emergency egress from the Canyon should SR-210 be closed for any lengthy period of time. It would significantly reduce the upper Canyon and roadside vehicle parking requirements. The use of remote Transit Hubs is essential.	Tolford Young	Website
3533	Sounds like the best environmental plan. Just don't know how long the wait would to to get on	Robert Kapust	Website
3534	The gondola looks like the best option!	Ida E Ling	Website
3535	I support gondola and LaCaille Base station	Shawna Blackhurst	Website
3536	I support the GONDOLA PLUS LA CAILLE BASE STATION project. It seems like a great alternative both ecologically and economically. Please consider it. I would also be great for tourism Please no gondola!	Juan Pablo Capdevila	Website
3537	Increase bus service and distribute bus pickups throughout the valley so as not to need so many cars at the canyons! Distributed bus pickups will increase accessibility to the canyons throughout the valley. Distributed LCC and BCC bus routes throughout the Salt Lake Valley would be a direction that can better address racial and income disparities regarding access and inclusion in outdoor recreational spaces, and move us all towards environmental justice.	Jory Lerback	Website
3538	Please build the gondola. Charge for gondola per ride or season pass gondola.	Lance Waldo	Website
3539	Road widening is NOT the way to go if we want to preserve Little Cottonwood Canyon. To protect the landscape and future of LCC the best alternative is the Gondola Plus La Caille Base Station. For years people that care about LCC have been looking into ways to reduce traffic going into LCC, so why would it make sense to widen the road and increase traffic? It simply doesn't make sense at all. The Gondola Plus La Caille Base Station is the only option to keep recreation going and preserve the canyon that we love.	Claire Dobrzanski	Website
3540	We have to solve the traffic issue. A gondola seems like a great option.	Dan Housley	Website
3541	I'm happy that UDOT is exploring alternatives to help relieve congestion in LCC. But I believe that wider lanes and more cars moving faster is not the answer. Southeastern SL Valley needs a REGIONAL transit system. Express, cleaner transit is the answer to growing population & its associated mobility issues. Simply put, car-centric transportation is not sustainable as the population continues to grow. We need public transit	Dirk Lamb	Website
3542	I support this proposal. A gondola would provide a safer and more sustainable alternative mode of transportation for visitors and employees alike to the Snowbird and Alta ski resorts.	Philip Tobiasz	Website
3543	This is a great Project I live on little cottonwood road have skied the Canyon over 60 years we need this project.	Ernest Nak	Website
3544	The gondola project from the mouth of Little Cottonwood Canyon to Snowbird & Alta should definitely be considered to reduce traffic. I have used a number of excellent gondola systems in St. Anton, Austria. They can move a lot of people. I am not a resident of Utah, but I do try to visit the Wasatch Mountains whenever I can. I am an engineering student at the Colorado School of Mines with a special interest in the ropeway (ski lift) industry. I wanted to comment that UDOT has a unique opportunity to create a world class transportation network with the LeCaille base station 3S Gondola ropeway.	Ed Mineau	Website
3545	Innovation in technology have meant that ropeway systems are safer, faster, and have a higher capacity than ever before. They have also meant that they have transitioned from only being at ski resorts to being heavily used in urban location such as La Paz, Bolivia, Medellin, Columbia, and Hong Kong. 3S technology, which is what's proposed for use in Little Cottonwood Canyon, is at the forefront of this movement. Building a 3S gondola for public transport purposes in LCC would make Utah a worldwide model for sustainable urban transport in the 21st century. The LeCaille base station option uses a much higher capacity system of 4,000 people per hour compared to the original gondola option, which really flexes the muscle of 3S technology. My background experience in the industry is several years as a lift operator and lift mechanic assistant, as well as three years of ropeway research in college at Information Center for Ropeway Studies. To be clear, my interest in the ropeway industry is independent of the manufacturers and I in no way stand to gain financially if the gondola is approved. I simply am excited about the potential this proposal has. I sincerely hope UDOT takes the bold and brave step to create a truly cutting edge piece of transportation infrastructure by approving the LeCaille base station option for the Little Cottonwood Canyon 3S gondola.	William Beasley	Website
3546	Please carefully consider all plans for SR 210 and Little Cottonwood Canyon.	steven angerbauer	Website
3547	support and prefer the gondola but other options as well	stephan REJTO	Website
3548	I think that the gondola is expensive, but a reasonable way to get traffic out of the canyon, and to get skiers onto the hill.	Scott Hansen	Website
3549	Gondola - All the way. They have trams and gondolas all over the alps region of Europe. I don't know why we don't have more here. Make riding public transit less expensive than parking at the resort too. It would be nice if there was a parking lot at the first gondola stop... This would be a great thing to have for the summer as well to get people up and down the canyon. Parking for hiking is becoming a nightmare.	Dallin Lewis	Website
3550	I drive daily because the bus ride to Alta is intolerably tedious and crowded. I would ride a gondola if uphill capacity warrants.	Donald Mackay	Website
3551	I would love to see this. Little cottonwood is where my family and I have spent generations and I wish the best for it and this is it	James Pooler	Website
3552	I support the gondola + option with the gondola base at LaCaille. It is the most practical alternative with parking directly at the gondola base. Thank you.	Howard Grossman	Website
3553	I support the gondola!	Jessica Cohen	Website
3554	Please make this happen!	Ana Sahagun	Website
3555	I have skied Alta and Snowbird 2x each. During powder days, the roads to go up are horrendous and I 100% support a sustainable gondola plan!	John Warren	Website
3556	Best idea. Shud have happened 10 yrs ago. But. I easily go up canyon 150 to 200 days a yr to hike, bike, run, and snowboard. What stop options will there b? Can u bring bikes on it? Can I still drive for the days I want to hike? Can u still drive up for winter if you wanted? Thnx	Greg davis	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3557	Please adopt the enhanced bus with road widening option. Travel time needs to be prioritized to maintain the ease of access quality of life expected.	THOMAS WADSWORTH	Website
3558	Something needs to be done about the high volume of traffic and idiots who don't put on snow tires. Etc	Katalina Dean	Website
3559	I support the Gondola option to Snowbird and Alta and NOT the widening of roads, extra cars and extra buses	Brendan Hegarty	Website
3560	Been skiing in Little Cottonwood since 1969. Get rid of the Ikon pass, whatever you do will only create more chaos. Gondola, Buses, helicopter, whatever will never solve the problem. Leave it alone. Get better at announcing when the canyon is closed so one drives up there for nothing. The problem is not the cars its the million dollar homes the city has allowed to be built at the mouth and they complain all the time so now its a problem. Never heard of a problem before the homes were built.	John Schuhmacher	Website
3561	Seems to me that the problem started when the ski areas decided to join together and issue Ikon/Mt. Collective passes. Hint--- why not ban them?	Jeffrey Farkas	Website
3562	I am in favor of the LaCaille base station proposal and adamantly OPPOSED to any road improvements other than what may be needed to accommodate the LaCaille base station.	Mark Bloom	Website
3563	Gondola sounds like a great idea!	shannon whitlow	Website
3564	Makes totally good sense to run an environmentally and energy efficient solution in the form of a gondola system from the base of little cotton wood to Alta and Snowbird. The idea of Gandola is interesting but in practice it will turn into something like the Snowbird tram, long lines to get to it, stand for a long time in ski boots while holding your skis and packed with tons of riders. I love snowbird but avoid the Tram since it just takes too long to get to the top, much easier to take Gad chairs and then little cloud. I oppose the idea of gondola and propose following the idea of van biking shuttles with dedicated FAST lanes up/down the canyon.	peter wilson	Website
3565	Just get a bunch of vans, skiers hop on at the bottom, van fills quickly, van takes the fast dedicated lane up the canyon. This will be much much faster and cheaper. You can also use EV vans once it's out. For dedicated lanes, you can just allow vans up the canyon from 8-10am, you can also avoid the initial cost of buying vans, and have 3rd party business to invest. Hope we all make LCC more sustainable for everyone!	Ali Shah	Website
3566	I support the gondola and think one should also be built up Big Cottonwood Canyon	Westley Wood	Website
3567	Do the GONDOLA!	Tyler Brawley	Website
3568	I am in support of the gondola, because no matter how wide the road is, it will always shut down during significant snow storms. It's much more attractive that wider roads, and will help with tourism.	Tyler Morton	Website
3569	I support the gondola.	Rebecca Heller	Website
3570	I am for the gondola over all other alternatives!	Samuel Pressprich	Website
3571	I support the Gondola plus LaCaille station plan. Hopefully it will also address summer activity as well. Thanks!	Kitty Swenson	Website
3572	I am in total support for the Gondola La Caille project to be discussed. Of the three alternatives to consider, I favor the gondola to have the least impact on the canyon footprint. The problem with the gondola presented within the UDOT analysis is that the park-bus-gondola solution has two components. As an architect and planner, a two stop park-bus-gondola transportation solution does not work as effectively as a park-get on the gondola solution. Please consider the single stop gondola La Caille option.	Louis Ulrich	Website
3573	This seems to be the best solution. If the cost per round trip is equal to the cost of driving round trip, this opportunity will be hard to beat.	Ron Wagner	Website
3574	I support the gondola plan. This will get cars out of the canyon and help greatly reduce traffic. I'm a resident of Holladay and ski Snowbird many times a year, but I also work in Cottonwood Heights and often face traffic during my commute in the winter time, which can back all the way up onto the 6200 S freeway exit. The gondola would be a great alternative. Trams and gondolas are used to great effect in other countries with alpine terrain, like Switzerland. It would be terrific to see our great city adopt something similar.	Daniel Findley	Website
3575	The gondola would be a great plan	Tom Safran	Website
3576	Time to limit vehicle access to the canyon. The watershed and protection of the canyon are more important than private enterprise.	Steve Day	Website
3577	I have been using this canyon for 30 years and I'm in favor of the gondola option. Thanks	Mark Leppard	Website
3578	The proposed UDOT road "improvement" option is insane. Clean up the canyon with the Gondola Plus solution. Thank you.	David Voorhies	Website
3579	I believe the gondola option would be the least harmful to the environment. Also, huge parking areas in the canyon make an ugly dent in the views and having more car traffic in the canyon would only increase the demand for more parking space. I vote for gondola.	Katerina Merrill	Website
3580	I support the gondola Gondola Plus La Caille Base Station	Jason Flower	Website
3581	Build the gondola. Long term, it is a much better option, safer and better for the environment.	Gretchen Connor	Website
3582	Gondola is a great idea! Very functional way of protecting the canyon. Enough parking in the valley is needed though as well as public transport to reach it.	Sophie Gaillardon	Website
3583	Please preserve the beauty of our canyons and decrease traffic in the winter. And make it easy for locals to get around! Please limit (or eliminate) vehicles up the canyon in the winter and require buses. I support the plan for the gondola. It would be a much more pleasant way to ride up the canyon. People dislike the bus because of how crowded it gets and having bus drivers yell at people to continue to move back and further squish themselves against strangers. Aspen ski transportation is the best I have seen. They transfer people in spacious buses (little need to stand) and also shuttle people to area restaurants and shops. It would be great if the shuttles would also stop near Alta restaurants are even restaurants near the new parking areas. Maybe develop shops and restaurants with ski resort support and sponsors in the new shuttle areas to further encourage people to use the buses or gondola. I also think the buses need to be closer than 10 minutes apart. 10 minutes is an estimate and I know from experience that you sometimes have to wait 30-45 minutes for a bus that may or may not have room. A small usage fee or trailhead parking fee could go towards increased bus service.	Amanda Fulton	Website
3584	I support the plan for the gondola. It would be a much more pleasant way to ride up the canyon. People dislike the bus because of how crowded it gets and having bus drivers yell at people to continue to move back and further squish themselves against strangers. Aspen ski transportation is the best I have seen. They transfer people in spacious buses (little need to stand) and also shuttle people to area restaurants and shops. It would be great if the shuttles would also stop near Alta restaurants are even restaurants near the new parking areas. Maybe develop shops and restaurants with ski resort support and sponsors in the new shuttle areas to further encourage people to use the buses or gondola. I also think the buses need to be closer than 10 minutes apart. 10 minutes is an estimate and I know from experience that you sometimes have to wait 30-45 minutes for a bus that may or may not have room. A small usage fee or trailhead parking fee could go towards increased bus service.	Steven Mullanley	Website
3585	Build gondola	Doug Lennon	Website
3586	I love the Wasatch. We need to get the cars out of the canyons.	Linda Leigh	Website
3587	Please don't widen the roads. We don't have enough nature to enjoy as is, don't take more away, there are much better options.	Avery Webster	Website
3588	Gondola is the answer	Emanuel Celestino	Website
3589	Please make it easier to get to Snowbird during the winter months.	Tracy Oliveto	Website
3590	Great idea! Big cottonwood needs the same thing very soon..	Nicholas Edwards	Website
3591	I love the Wasatch. We need to get the cars out of the canyons. Wake Up and get smart like the Swiss. Cable cars are dangerous and subject to wind and weather.	Linda Leigh	Website
3592	Do like Grindlewald and Lauterbrunnen the two most beautiful valleys in the world and they are narrower than Little Cottonwood Canyon by far! They have a very neat mountain train. It goes from the lake 10 miles away to the top of the Jungfrau. Unsurpassed beauty. Just take this up to Alta with a stop(s) at Snowbird It can go right up the old pipeline Track.	Wallace Fetzer	Website
3593	The gondola is the only true option to ensure we can all benefit!	David Diaz	Website
3594	I support the Gondola Plus La Caille Base Station	Devin Harrigan	Website
3595	Gondola from La Camille makes sense. Please continue research in this direction	Debra Lanning	Website
3596	1) For the Gondola alternative the Summary indicates 63 min travel time and the Report indicates 46 minutes. Which is correct? 2) Considering lane lines are covered during snow storms the reversible lanes with signs would be difficult. 3) Reversible lanes with sign is far too cluttered. 4) It seems all alternative, except Gondola will eliminate the ability for Rock climbers to park. 5) The roundabout does not provide any significant benefit. 6) How does the Gondola address trail head parking, when the only place you can disembark is at Snowbird or Alta? 7) It appears all Alternatives will institute a toll, What will be the toll amount. 8) Will there be a toll with the Gondola and what will the Gondola cost/rider be? 9) The toll and Gondola cost/rider cannot be enough to fund the O&M, so where will the additional funds come from?	John Van Hoff	Website
3597	Hands down the gondola idea is best.	Mary Murphy	Website
3598	Thank you for investigating options to reduce traffic & pollution in LLC. I prefer the option with garage parking at the La Caille gondola station with drop off at the ski mountains, w/ @ 4000 ppl/hr. Seems like the most efficient and most likely to be utilized.	Barb Siegel	Website
3599	I support the Gondola plus project.	Roger Osmun	Website
3600	Lets get the goNdola going	Dan Dan	Website
3601	I'm not in support of gondola or tunnels, at most I'd agree with widening the Little Cottonwood Canyon road in certain areas for buses to let other cars go by. Also, I would reopen the bus stop at bottom of the LCC road; not for all the busses but for some. Lastly, I believe that it is the Resorts that are making the jump toward the ICON passes that are hurting LCC the most.	Peter Anders	Website
3602	Like the idea of the gondola with embarkation/disembarkation not only at the gravel pit but also at the mouth of the canyon and perhaps at some point from the park/ride in Sandy. If UTA would stop at the mouth of the canyon a person could change over to the gondola there. Also like increasing the frequency of UTA bus service up the canyon. Hopefully, the cost of these services will be included in season passes. Thank you.	Joe Gatti	Website
3603	I believe the proposed gondola is clearly the best alternative for Little Cottonwood Canyon.	Elizabeth Wavle	Website
3604	I am writing to oppose any widening of Wasatch Blvd. as I believe it will become a safety and environmental hazard in an area prized for its outdoor riches. The developer of the land at the base of Big Cottonwood Canyon (previously occupied by Canyon Racquet Club) received a tax break from the school district with the promise that they would be providing free parking on weekends for skiers and other mountain enthusiasts. This parking, coupled with other strategically-located parking areas and a system of buses should adequately handle the canyon traffic. As for residential traffic, please consider extending Highland Drive past 9000 South across Dimple Dell park. I realize this would entail building a bridge, which would cost more than widening Wasatch. But so much of the vehicle traffic along Wasatch is from commuters needing to reach eastern parts of Sandy and Draper. There is already a right-of-way along which Highland could be built.	Kirsten Stewart	Website
3605	Traffic has reached the point of failure and something must be done to continue enjoying our wonderful ski resorts and canyons.	Sara Colosimo	Website
3606	PLEASE BUILD THE HIGH SPEED GONDOLA. WE AS UTAHNS ARE PROUD OF OUR BEAUTIFUL SCENERY AND WOULD HATE FOR IT TO BE DAMAGED OR DEFACED BY MORE CONSTRUCTION. IF THERE IS ONE AREA WE WOULD LIKE TO PRESERVE ITS OUR CANYONS AND FORESTED AREAS. IF THERES ANYWAY TO PRESERVE THAT WE ARE IN FULL SUPPORT OF IT. Please consider a cleaner and more conservative option for preserving our ecosystem and beautiful landscape. Thanks, from a Utahn with pride.	Jamen Rivera	Website
3607	Snowbird and Alta should consider extending their lift hours to allow more flexibility to skiers/snowboarders using public transit. I think part of the reason people are against using public transit is the lack of time elasticity. They want as much time on the mountain as possible, and buses or gondolas will take that away. Giving them an extra hour in the evening or morning might help with this.	Nicholas Carpenter	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3608	Please choose the Gondola.	Jordan Calhoun	Website
3609	Gondola please! (With the station). Widening the road is a backwards notion.	Bea Boccalandro	Website
3610	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd. I prefer this option and hope we pursue it.	Lindsay Regehr	Website
3611	I support an enhanced bus system, with Transit only flex lane during peak time. I am a skier that skis at Snowbird 40 days a season, and the backcountry 15 to 20 days a season. I really think something needs to be done, and believe the enhance bus system makes the most sense. We can also put a gondola in 25 years later. Bus lane first.	Brady Larsen	Website
3612	Don't add lanes and tunnels, look at the models established in Europe and other places and learn from them. More lanes, bigger roads isn't the answer.	Brian Johnson	Website
3613	Please stop with road and parking expansion in and around canyon's. There is no way to preserve the canyons if we continue to shovel more and more people in to the area. Most recently there was parking lot expansion and overflow created for the little cottonwood trailhead and bells canyon trails. It has resulted in destruction of the surrounding land, property and trails. Individuals have now created their own trails and short cuts which are destroying natural vegetation, painting the granite boulders, trudging on to private property and crime has increased in the surrounding residential area. Bringing in widened roads and more parking only destroys the local community. The only consideration for increased hiking/skiing to the resorts should be the Gondola option. This allows the residents of the canyon to still enjoy our beloved canyon without creating a concrete jungle. I live in the area because of its beauty and accessibility to the residents, but creating a widened roadway to increase tourism is counter to why the canyon draws millions already.	ELIZABETH SEXTON	Website
3614	Gondola only, if you must increase the capacity. We should really be considering what the canyon can realistically support as opposed to how many vehicles we can cram in it. I am writing to oppose any widening of Wasatch Blvd. Not only are Big and Little Cottonwood Canyons previous watersheds, they are valuable community assets and recreational centers that add to our tax base. We need to preserve what makes these areas valuable. More cars and more traffic is not the answer. Please consider the gondola option paired with regional transit hubs at the bases of both canyons and throughout the valley. To ease residential traffic, please also consider extending Highland Drive past 9000 South in Sandy. Cottonwood Heights already adds a great deal of value to our community -- we don't need to become the city that everyone visits but where no one wants to live.	James Stewart	Website
3615	Please consider the Gondola from Lacaille station. Reduce the Impact on our canyons by decreasing car traffic.	Scott E Stewart	Website
3616	Totally for this!	KEITH DONNELLY	Website
3617	For now it stays the same. With covid things will change.	Linda Mason	Website
3618	Go Gondola! Less impact, less maintenance, steady & reliable - more weather tolerant.	Mark Gorman	Website
3619	I support the gondola plus base station proposal. Having traveled to many large ski resorts, I believe the gondola alternative is the best way to transport people while being least disruptive to the canyon.	KEVIN HUTCHISON	Website
3620	Widening the road should be a LAST resort. I support the save our canyons plan to expand using.	John Harper	Website
3621	I grew up in Salt Lake City and I am an avid skier. The amount of cars that drive up the cottonwood canyons is very problematic considering the pollution that is generated so close to drinking water. Cars, buses etc need to be limited if not reduced significantly. A gondola to access the ski resorts is long over due. I support the gondola option. This option will keep the canyons the most clean from car pollution and obscene traffic in such a fragile and unique resource to Salt Lake Valley.	Andrew Fitzgerald	Website
3622	We want the Gondola	Parker Hagen	Website
3623	I fully support the Gondola Plus The Caille Base Station because it is a forward thinking, innovative solution that can inspire other cities to prioritize efficient mass transit over more cars/buses. It is the least environmentally damaging solution, and we should invest in a project that will protect and preserve Little Cottonwood Canyon. The Gondola would enhance SLC's image nationally and abroad. There are just a few skiing destinations that can be reached only by mass transit, all in Europe, and I fully support SLC working towards an environmentally sound solution to the congestion problem. The worst thing would be the further invasion of the natural areas in order to make room for more cars. Outdoor enthusiasts should/would embrace mass transit as a way to get 'some fresh air' and hit the slopes!	Carlos Rioseco	Website
3624	The bus solution will not work. Currently there is not enough parking for bus users. Bypassing the road would make the resorts available during avalanche weather. Parking & tram/gondola make much more sense.	Matthew Wilkin	Website
3625	We need avoid expanding Wasatch Blvd beyond 2 lanes in each direction. Implement the Gondola to limit traffic in Little Cottonwood Canyon. As a resident and taxpayer of Sandy, I am greatly opposed to all 3 Alternatives. We moved to our current home 10 years ago to be close to the precious natural resource that is Little Cottonwood Canyon. Little Cottonwood Canyon is part of a National Forest, as well as the source of our drinking water, and needs to be protected as the treasure that it is! I feel like these plans ask us to sacrifice the environment and give our money to ensure the continued success of the corporate run ski resorts. With over 20,000 already trying to get up the canyons on a good ski day, we do not need to find ways to cram more people up the canyons. We do NOT want the Wasatch canyons to look like Park City, or some of the overdeveloped Colorado resort areas.	Woody Blevins	Website
3626	The gondola is the wort idea ever. NO ONE is going to drive to park, load their ski gear onto a bus, then unload it and reload it onto a gondola, especially if we live in Sandy or suburbs south! Not to mention the entire drive/bus/gondola time is completely prohibitive to getting to your destination in a reasonable amount of time. What if one is only planning a half day ski due to time constraints, as we do, and many other locals do? Not going to happen. In addition, the initial construction of a gondola would make it easier in the future to push to connect the canyons together, something that most Utahns are opposed tot!! What is desperately needed, is better public transportation. Period. Just the addition of more busses could solve some of the problems! Especially the additions of express busses that would run directly to Snowbird or directly to Alta. Implementing other simple less costly measures could help, like adding a toll that encouraged 4 people per vehicle (although a toll booth could REALLY back traffic up), ticketing vehicles for not having chains or snow tires, and enforcing no roadside parking.	Leslie Hugo	Website
3627	Please look at new alternatives that do not further destroy the pristine scenery of this canyon. Get rid of the IKON pass. Keep it local. Use more public transportation and do not allow cars to drive up. Please do not clog up the canyon with construction and damage it with a gondola or a train.	Heather Dillon	Website
3628	Please avoid at all costs widening Wasatch Blvd. More cars and more traffic is not a solution to the congestion problem we face with weekend traffic up Big and Little Cottonwood Canyons. The proposed gondola project is a smarter, more environmentally friendly alternative that will protect our precious canyons for generations to come. What's more, it's the only solution that will make it possible for mountain enthusiasts to reach their destinations during avalanche season.	Asher Stewart	Website
3629	As a regular visitor to Little Cottonwood canyon for skiing, I think the Gondola and LaCaille station is a wonderful solution to preserving the Canyon. I fully support necessary fees for the development and operation.	Dexter Wang	Website
3630	If it were possible to station the gondola around 94th and Highland it would be more accessible. However a gondola to each resort base is needed and it needs to be free with your ski pass.	Gregory Rogers	Website
3631	I like the road widening and the bus stuff but I think the Gondola is a bad thing to spend money on	Zach Nielson	Website
3632	Gondola is the only smart way to go. More cars/buses in the canyon are completely unnecessary. The gondola approach is being used with great success in many parts of the country. Many resorts use gondolas to mitigate impacts of automobiles. Why not do this in Little Cottonwood Canyon? Let's keep this beautiful canyon beautiful. Thanks for listening. This from a Long-time skier who has been enjoying the canyon since I was a seven-year-old in 1962.	Brad Segal	Website
3633	I like the gondola option when considering the long-term impact. Please study this option more.	Jeremy Knight	Website
3634	I would like to vote for the gondola in Little Cottonwood Canyon. As a 12 year Snowbird employee I have seen first hand how dangerous driving in the canyon is. I have seen avalanches bury cars and incredibly horrible congestion with large numbers of skiers driving up the canyon, which increases the danger when you are stuck bumper to bumper hardly moving on high avalanche danger days. The gondola will also be the most environmentally friendly transportation option, reducing our collective carbon footprint. Thank you!	Cecile Buse	Website
3635	The only option that is a positive contribution for the canyon is the gondola. It's environmentally friendly, encourages users to use it and opens the canyon to users who couldn't otherwise utilize such an amazing location.	Maddy Hansen	Website
3636	I am writing to oppose any widening of Wasatch Blvd. as I believe it will become a safety and environmental hazard in an area prized for its outdoor riches. The developer of the land at the base of Big Cottonwood Canyon (previously occupied by Canyon Racquet Club) received a tax break from the school district with the promise that they would be providing free parking on weekends for skiers and other mountain enthusiasts. This parking, coupled with other strategically-located parking areas and a system of buses should adequately handle the canyon traffic. As for residential traffic, please consider extending Highland Drive past 9000 South across Dimple Dell park. I realize this would entail building a bridge, which would cost more than widening Wasatch. But so much of the vehicle traffic along Wasatch is from commuters needing to reach eastern parts of Sandy and Draper. There is already a right-of-way along which Highland could be built.	Megan Thibaudeau	Website
3637	Seems that the Gondola and Calle Substation combined would resolve situation for the long term with the least impact on the environment and on the residents. It is a forward thinking solution which goes a long way to preserve the beauty, peace and safety of the Canyon.	Francine Loper	Website
3638	Gondola support	Abigail Nelson	Website
3639	Please support the gondola plus La Caille Base Station option when making your decision for the future of Little Cottonwood Canyon. While we live close to Park City, your setting the precedent for an intelligent, economic, and ecological solution for this common problem of every canyon leading to ski slopes will show Park City the right solution for their future. Thank you, Nancy J May	Nancy May	Email
3640	Salt Lake City is growing fast and part of that reason is the beauty of our mountains. A gondola is not only a better solution then all the vehicles going up the canyon, but a feature. A Gondola through our canyon is a much better way to see the beauty of our mountains then a bus ride! This creates a safer canyon with less accidents, and a more enjoyable way to get up into the mountains we all love.	Jaden Holladay	Website
3641	This is definitely an innovative option that should be studied and hopefully installed! What a great way to reduce traffic in the Canyon while doing it in an environmentally friendly way. Looking forward to hearing more about it.	Jennifer Janssen	Website
3642	Wonderful idea. I love it. Salt Lake resident since 2001 and spend 40 days/year in LCC	Jeffrey Rosenbluth	Website
3643	Get rid of ICON pass	Aaron S	Website
3644	I failed to note in my last submission that the Gondola has my vote. Environmentally friendly and sounds like a really great option. Hope it will be considered!	Jennifer Janssen	Website
3645	Please put a gondola or chairlift from the bottom of little cottonwood to the resorts. it will save time, money, and peoples lives. thanks	Walter Heisenberg	Website
3646	I strongly support the gondola option WITH a different base station- the "La Caille" base station. This would allow many people to park directly at the base of the gondola and avoid the congested throat at the beginning of LCC. Also a gondola seems like the best option for the long term future needs of the canyon.	Gregory Ducker	Website
3647	I think the la Caille gondola is a great idea!	Katie Guido	Website
3648	Please do this	Jodi Taylor	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	Hello,		
	I am very enthused to the idea of the proposed gondola as a long term solution to our transportation needs and air quality issues. That being said, I have a couple of questions.		
3649	<p>1. Is there an analysis of the expected/anticipated amount of time the gondola could be shutdown due to winds? My thought is the canyon is a pretty good wind protector already and the wind would run parallel to the lift line, however gondola closures if any is a concern.</p> <p>2. Will the Snowbird stop be an unloading zone and then continue to Alta or will it require an additional gondola?</p> <p>3. The proposed bus traffic, is currently running diesel or electric buses? Is there an estimated cost built in to offset CO2 emissions by switching to electric buses only?</p> <p>Thanks for your time, Matt Vojta</p>	Matt Vojta	Website
3650	For the consumer the two key issues are convenience and cost. Driving up the canyon and parking for free will always win unless the consumer perceives there won't be any parking left, the bus or gondola fee is less than a fee charged for parking or a storm is occurring. Pricing for any of the options will need to keep this in mind. How the total price to access the ski resorts in the winter is set will drive the consumer in whichever direction you want them to go assuming you put a price on the inconvenience of having to transfer to a bus or gondola. Pricing should be less on weekdays that aren't holidays. Skiing is already a fairly expensive sport, if transportation and parking get too expensive in Big Cottonwood some will stop skiing or go elsewhere. Maybe that is the unspoken part of what you want to happen?	John D'Arcy	Website
3651	Please use the gondola! No more buses!	Maile Durst	Website
3652	Traffic through Little Cottonwood Canyon is bad and adding expanding traffic capacity will not solve the issue. A rapid transit solution will be more effective at transporting people (by cost, congestion reduction and environmental impact) than an option that requires continually adding more lanes over the years and decades to come.	Ignatius Hsu	Website
3653	I support this.	John Yoon	Website
3654	I support the Gondola plus La Caille Base Station option to alleviate traffic in Little Cottonwood Canyon. The gondola will have much less environmental impact than widening the roadway and increasing bus traffic. The gondola will decrease the number of cars and buses in the canyon. The addition of a parking structure at the base station is essential to the success of this project. It adds too much to the inconvenience and travel time to park at a commuter lot then take a shuttle to the gondola base. To make this traffic mitigation plan successful the alternative to driving up the canyon must be as convenient and simple as possible. The parking structure eliminates the need for any reliance on bus schedules. Just park at the gondola and hop on. Road closures should also theoretically not impact gondola service.	Dylan Alexander	Website
3655	I fully support a gondola system to reduce traffic in the canyon. My family and I have been skiers in the canyon for many years. Now that I have teenagers I regularly have 2-3 cars in the canyon on a given weekend. The bus system is slow and on heavy snow days access to the canyon is delayed many hours due to avalanche control. Having a high speed/high capacity gondola seems like the right choice for LCC.	Trent Gundersen	Website
3656	I vote for Option 1, so Enhanced bus service with some route improvements & snow sheds mitigating the worst avalanche areas. A useful widening of 210 as proposed as Option 2 would really gouge into the canyon & is probably the alternative most vulnerable to cost overruns - so just no. The Gondola Option 3 sounds nice, but unless the lowest station is moved further down into the valley it is slower and with that extra bus transfer pretty obviously a gear schlepping pain. Modified thus it remains a future option, but the simple fact is that the road needs improvement at least to the Option 1 level no matter what else is done, but it probably doesn't need to be an Option 2 superhighway.	William Hamilton	Website
3657	The gondola plan with the La Caille base station is the best solution for all Utahns, visitors and the environment!!!	Christena Buonforte	Website
3658	In favor of the gondola	Mario Janssen	Website
3659	Gondola plus Lacaille base station is the best solution	Tristan Schroeder	Website
3660	I support the enhanced bus plan with widened roads. However, I say that with several caveats. As I'm sure you know, the problem isn't merely getting up the canyon, but getting to the canyon. In years past, I have not wanted to take the bus or have not been able to take the bus because I cannot find space at a park and ride. Taking another bus service to the park and ride locations is way too time-intensive and is impractical with all of your gear. I would love to see it become easier to take the bus which includes additional services, more space so you aren't crammed into them like sardines, and some sort of locker or storage system at the resorts which is included with your bus pass (or season pass if you take the bus) so you can store extra layers, food, boots, etc. I would like to also express my opposition to the gondola. So much of the canyon is used by backcountry skiers or by other outdoor enthusiasts in the summer months. By installing a gondola, you fail to solve the problem of getting up the canyon (instead, moving the wait times from within the canyon to the proposed transit hub) and severely limit the accessible space within the canyon.	Molly Wheeler	Website
3661	The Gondola Plus La Caille Base Station is an option that should be explored for allowing more people to access the canyon. It seems to me like there would be fewer cars and traffic in the canyon, making less pollution and fewer frustrated people. It seems like it would also be safer than making more room for cars: fewer cars, fewer accidents.	Nicolas Pace	Website
3662	Please rethink adding more temporary solutions to a problem that obviously needs a more permanent solution	Hunter Patterson	Website
3663	Gondola is the best possible option, no question!	Ronald Blackhurst	Website
3664	Busses and tunnels exacerbate the problem in the canyon. Please consider the gondolas as a better alternative.	Kevin Durst	Website
3665	I love the concept of the Gondola Plus for Little Cottonwood Canyon. It won't replace cars but would be a really logical way to minimize ecological impact, while presenting a nice, safe voyage to the resorts.	David Lucas	Website
3666	I am in full support of the LaQuaille gondola project proposal. Absolutely and unequivocally in full support.	Alex Wheeler	Website
3667	We should investigate a gondola plus La Caille Base Station	Jaxon Roller	Website
3668	I am an active user of the canyon. I ski more than 20 days a year and use the canyon for hiking and cycling in the warmer months. I prefer the plan to enhance bus service and add dedicated bus lanes that could be used by cyclists in the summer months. Enhanced bus service seems to have the most flexibility to meet increased use and the flexibility to provide multiple stops within the canyon. Making these lanes available for cyclists makes it a much safer place to ride. I have not used the current bus system but would do so with more buses and reduced times because of the dedicated lanes.	Ross Hansen	Website
3669	I support the gondola project.	Tiffany Kawasaki	Website
3670	I support the GONDOLA PLUS LA CAILLE BASE STATION option.	Ed DeSimone	Website
3671	I support the Gondola with base station at La Caille proposed by Snowbird.	Trent Rolf	Website
3672	Yes the gondola Camille base is a fantastic	Mary Vodisek	Website
3673	Gondola is the only option that makes sense for relieving congestion in the canyon. Especially on a powder day when everyone is trying to get up and people keep sliding off the road. A gondola wouldn't be affected by snow conditions.	Ryan Gallegos	Website
3674	Please do everything in your power to preserve the beauty of this area.	Charlie Blasberg	Website
3675	Proceed with the La Caille Base Station and gondola	David Biblo	Website
3676	As a cottonwood height homeowner I'm all for the Gondola Idea.	Jared Winkler	Website
3677	I agree w/ Mr. Carl Fisher in that the 3 proposals all fall short. A road building entity should not be trying to inform the process on transportation alternatives. The Gondola is a sham and will not help. Less cars is the answer. Personally, I maintain banning all private vehicles from the canyon on high traffic days is the only solution. Possible banning cars altogether. "Visitors", both local and from afar, have proven unable to successfully utilize the road. A rail system would be a much better solution than any of the 3 proposals, as would a system of private enterprise shuttles and car pools. I agree with all of Carl's comments that can be found HERE : https://saveourcanyons.org/the-latest/save-our-canyons-blog/ikon-t-believe-how-udot-s-environmental-impact-study-epically-fails-the-wasatch?eType=EmailBlastContent&eld=32b6ef5-3332-4c3d-aa4e-e51e38a24ce8	Brian Vansteenkiste	Website
3678	I support the gondola	Kevin Castell	Website
3679	Gondola option seems like the best option for everyone.	Josh Summers	Website
3680	I support the Gondola! After 40 years of visiting the alta lodge and snowbird, this is a great longterm solution.	Frederick Horowitz	Website
3681	I am absolutely in favor of the revised gondola plan. The private land alternative where there is a multi level parking garage just up the mouth of the canyon. It's cheaper than expanding the roads and it doesn't sacrifice travel time and convenience the way the original gondola w/ busing plan does. I'm of the opinion that if huge expenditures are to be made, the smartest and most efficient solution needs to come out on top — We don't really know what that is yet, I believe. The gondola solution I'm referencing was posted on liftblog.	Daniel Arthur	Website
3682	Another perspective to consider is usage. If strict bus only options appear most efficient on paper, I think it's worth entertaining that they won't be used to capacity. I don't have numbers in terms of average capacity on the existing bus routes, but it's reasonable to compare on a nation-wide scale: bus systems aren't glamorous and are disappointingly under utilized! It's only speculation, but I have a feeling the gondolas will be used to capacity more more frequently than the buses.		
3682	My last point (again no numbers to back) is the environmental foot print. It seems like the gondola has the least...but I don't actually know that. Let's keep LCC happy and healthy :)		
3682	Better transportation for little cottonwood	Brooke Green	Website
3683	Hello, I am writing to advocate for increased/enhanced bus service on highway 210 in LCC. The other options, gondola installation and road widening, will considerably hinder the responsibility we have to preserve and protect the natural state of our lands. In addition to the natural habitats that would be put in danger by such invasive construction, there are simply too many recreational activities that would be significantly negatively impacted with such aggressive manipulation of the canyon. Although Alta and Snowbird are powerful companies, do not forget they LEASE this land from the federal government, they do not OWN it. The people do. Don't get bullied by big corporations, and please consider enhanced bus service as a more practical, respectful, and achievable solution.	Ian Griffith	Website
3684	Better transportation for little cottonwood	Brooke Green	Website
3685	The gondola is clearly the best, lowest cost, safest option for Little Cottonwood Canyon	Lily Zelov	Website
3686	Definitely need this gondola!	Mark Billeter	Website
3687	Please make the bus the way to go. Build large parking lots outside the canyon and give buses their own lane. Have them come every 5 mins or so. Bus. For. The. Win!	David Doty	Website
3688	As an avid skier and long term season pass holder at Snowbird and also Alta as well as backcountry, I accept the impact I have on this canyon. I strongly favor improving the bus system as well as the snowshed proposal. A gondola will not stop at backcountry trail heads. It will have serious backlog issues during peak times. Summer options are very limited. Costs are significantly higher. Special interests might favor a gondola as a means for catchy marketing, but it will not serve the greater needs of local residents. I would also like to see a graduated toll for vehicles at the bottom relative to number of passengers in cars.	Brighton Bigler	Website
3689	As an avid outdoor enthusiast and Utah local, I fully support the Gondola with LaCaille base station and parking as the best solution to Little Cottonwood Traffic. We don't have to destroy more of our gorgeous canyon with additional roads and more traffic. Traffic and air pollution is the problem! We can drastically reduce the need for the road, improve air quality, protect our watershed, and leave the wilderness untouched by building a safe and efficient tram system. Please use this option !!!!	Christopher Farmer	Website
3690	The La Caille gondola base station appears to be the most practical and most beneficial option to solving traffic and parking issues in Little Cottonwood Canyon. I support this sustainable option.	Kyle Greenberg	Website
3691	Please don't build more roads! Gondola is the way!	Andy Rebne	Website
3692	The gondola and La Caille base station option is the best option to fix traffic constraints in the canyon, while protecting the environment and beauty of the canyon. I also think it would be an amazing opportunity for Utah to pioneer such an innovative solution, and would display how much we value our local canyons.	Brandon Francom	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3693	I believe the enhanced bus option is the best option as this has the least impact on the environment and the beautiful scenery of little cottonwood canyon. Since I was young I have been traveling up little cottonwood for recreation and outdoor time and I have always loved how wild and beautiful it is. I would hate to see something take away those beautiful memories and the ability for my future children to share the same memories. Protect the Wasatch! Don't widen the road and especially don't add the large eyesore of a gondola.	Madison Stratton	Website
3694	We cannot widen Wasatch Blvd. All that will do is pile more cars up at the bottom of the canyon idling and polluting, plus we cannot take peoples homes. Wasatch Blvd. needs improvements, like lower speeds, better egress outgress, safe bike lanes where cars are not honking and speeding 60 mph by you as you ride. Walking and crossing areas to safely cross with young children and a redesign of Ft union intersection with turning arrows right off Ft. Union to improve safety onto Wasatch Blvd. by 7-11. Slower speeds and NOT making this a commuter thoroughfare need to be priority. The Gondola sounds like a better alternative to buses, but must be able to stop at other trail heads besides Alta and Snowbird. (White Pine)..We have tons of empty parking stalls at Old Mill business Park that should be investigated for use on weekends as a short term solution. Run buses through teh Old mill and pick people up for canyon transport NOW! Make weekend deals with private building owners to use the sports on weekends and people parking there will pay to make the \$. These spots sit empty all weekend and could be shared for more bus availability. I'm begging you not to widen Wasatch Blvd.	jamie fendler	Website
3695	I have a friend who has spent time in multiple resorts across the world: France, Switzerland, Germany, Chile, Italy, New Zealand and Australia and he has seen some amazing examples of vehicle mitigation by installing large gondola systems and it works very well. It also allows for amazing year-round tourist experiences without hindering the local participant activities. Not to mention it would be a new, highly targeted revenue stream to protect the canyon. Because of his endorsement of this system, I support the gondola option with a base station at La Caille as the best transportation solution for Little Cottonwood Canyon!	Brenda Hollingsworth	Website
3696	I support the Gondola	Metta Driscoll	Website
3697	Please save our beautiful canyon. It would break my heart and many others to see it industrialized, taking away the beauty and nature.	Laurel Nielson	Website
3698	As a citizen of the valley, and an avid skier in little cottonwood canyon, I feel that a gondola is a great compromise to reducing traffic in the canyon.	Asher Petersen	Website
3699	I am in support of the gondola.	Ben Draper	Website
3700	I think the aerial tram/gondola solution for travel up and down Little Cottonwood Canyon would be efficient, reliable, and would address the traffic and air pollution without as high of environmental impact as the other options. I would love to see this be implemented.	Luke Bennink	Website
3701	I m in full support of the Gondola option with supporting mobility hubs. This is the most forward thinking, customer focused of all the alternatives something that locals can be proud off and tourists can admire. It has the lowest environmental impact in its construction and operationally and is the most flexible option for the future. The other alternatives seem to make safety improvements but say "look we can move more cars in the canyon now, and faster too". The widening will mean that any problems vehicles have on snow days may be easier to fix and not cause as many delays - but essentially its the same problem on a short term view: we wont have reduced vehicles in the canyon. When predicted numbers increase again, with a growing valley population and healthy tourist numbers there's nowhere else to go, we cant widen the road again. The potential perception of the Gondola solution, locally and internationally is immense - a real wow factor. Something we can champion, advertise and be proud of - "Look what we did!". That cant be said for widening the road etc which whilst practical doesn't sound like a selling point, unlike the Gondola.	Simon Carter	Website
3702	Please choose the gondola plus la Caille base station option. Lessen car traffic and safety issues in the canyon!	Maria Groves	Website
3703	Please consider la caille base station	Alex Pachnanda	Website
3704	I want the gondola. There's already too much car traffic	Stewart T	Website
3705	I support!	Igor Birioukov	Website
3706	Please do not move forward with the Gondola project. It will deface the canyons I love. I'm an avid climber and hiker and being able to leave the bustle of the city within 15 minutes is what I cherish about living here. LCC has become one of the noisiest canyons as a climber, the gondola will only bring more sight seers and more buildings and more transportation, in turn making it all even noisier. The resorts in the winter are not a priority when it comes to respecting nature. If resort goers want easier access they can pay a toll to the canyon that can then be used for on going maintenance. I am willing to pay a toll to use these canyons to avoid an eyesore gondola.	Steph Ruesch	Website
3707	I have skied/recreated in Little Cottonwood for 23 years. I live in Cottonwood Heights and I support the Gondola!	Doug Wismer	Website
3708	Please consider the gondola as I feel it would benefit the canyon greatly. Telluride Colorado is a great example of how a gondola system can impact a community for the good.	Zach Hansen	Website
3709	I think this is a great idea. Too many cars up the canyon.	Max Wood	Website
3710	Love this plan! I think this would be spectacular. Brilliant!	LORI MINER	Website
3711	Build the Gondola! Best idea and option!	Jim Clarke	Website
3712	I am a regular LCC user and I support the option for the Gondola with LaCaille station.	Pete Van Slooten	Website
3713	For the safety, health and consideration of all of Utah, please support the Gondola to help the environment and dangers presented in Little Cottonwood.	Isaac Anderson	Website
3714	As a weekly user of LCC I support the gondola option plus the la caille base station	Jim Jackson	Website
3715	strongly support the La Caille/Gondola as an option to reduce congestion in Little Cottonwood.	Clark Libenson	Website
3716	Gondola is the best way to go!	Carter Louchheim	Website
3717	I fully support the Gondola proposal as a much safer and more environmentally-friendly option to get people up and down canyon. There are plenty of similar examples throughout Europe that work. There is no other sensible way in my opinion.	Janet Deisley	Website
3718	Please make progress on LCC traffic and road safety by instituting with gondola and at same time, improve the road while protecting the watershed.	Jennifer Riffle	Website
3719	I think the proposed gondola up little cottonwood canyon will be great at reducing traffic in and out of the canyon. I will use it.	James O'Donnell	Website
3720	I believe that the team is a phenomenal idea. The amount of emissions already is outrageous, and the tram would have zero emotion to begin with. The amount of accidents prevented, the consistency of getting workers up during storms and avalanche control is beneficial, less busses for better traffic flow. Not to mention how much less traffic there would be!	Benjamin Nielsen	Website
3721	I support a Gondola system. Thanks!	Schaffor Clawson	Website
3722	Full support	John F. O'Leary	Website
3723	We need the GONDOLA PLUS LA CAILLE BASE STATION!! It is the best option for the LCC!!	Robert Tomsy	Website
3724	I think we need to install the gondola going up little cottonwood canyon. It would help the city reduce pollution and the inversion in the winter. It will also be cheaper in the long run because it will save gas money and road work due to heavy traffic.	Josh Kaelberer	Website
3725	In favor of the gondola!!	Sydney Szabo	Website
3726	I like the Gondola and extra parking at La Caille station. I cycle the road in the summer and would like to see car traffic reduced. Widening the bike lane on the downhill side would be a big improvement.	PAUL CARTER	Website
3727	Please consider the option of Gondola Plus La Caille Base Station as an alternative to reducing congestion in Little Cottonwood Canyon. Thanks	Mike Obendorf	Website
3728	I support the Gondola plus La Caille station option. If we think and invest strategically now, we will create a sustainable solution that lasts for many decades. Thanks for your consideration.	Michael Clarke	Website
3729	Been skinning at the Bird since its opening. Most of the years with a seasons pass or 40 rolling tickets plan. I vote for the gondola. It is the best way to keep the canyon pristine for the next 50 years.	John Bradshaw	Website
3730	Living on Wasatch, I would like to see a focus on buses. Buses that are able to pass cars so that people want to ride the bus. Buses that are the priority and the first ones to get to go when the road opens. If they are stuck in traffic there is no purpose for them. There is limited parking anyway and getting more people up there faster will only create the need for more parking. I would rather see dealing with that parking in the valley, not in the mountains.	JENNIFER WELDING	Website
3731	Build the Gondola!	Gunnar Gustafson	Website
3732	I support the Gondola option with or without the LaCaille Base station.	David Robinson	Website
3733	The Gondola is a great idea. It reduces traffic, is novel and would generate headlines and tourism to the area.	Dustin HOlstein	Website
3734	I think the gondola is a great idea depending on the cost to the user	Jeff Stephenson	Website
3735	I think you should consider making the road a toll road. I also think the bus service should run more frequently and be more accessible i.e. better parking lots to encourage more ridership. I ride the Park City buses all the time and try to ride the buses when going to ski in the canyons but have found them to be difficult to catch at times based on my schedule and lack of decent parking.	Elizabeth Fellows	Website
3736	I am in favor of either of the two bus-based alternatives. I am very opposed to the gondola alternative. The visual impact of a gondola traversing the length of the canyon will irreparably damage the visual quality of the canyon from anywhere within the main or side canyons of Little Cottonwood. Buses will follow the existing road. Even if the road is widened, the visual impact will be an incremental one from what already exists. From the side canyons, there are places where significant stretches of road are visible, but for the most part one can only see sections of the road from any particular vantage point. The gondola, with vertical towers, lines, and gondola cars, will extend above most surrounding trees, and will be very visible for its entire length. I believe that many people use the canyon because of its outstanding visual qualities, and that the gondola alternative would have a substantial negative impact on those qualities. In addition to the visual impact, there would be a large amount of construction necessary for gondola terminals outside of the current existing road transportation corridor, with inevitable environmental damage to currently undamaged areas. Because of the visual impact of the gondola, and the accompanying environmental damage, I strongly oppose the gondola alternative.	John Mason	Website
3737	I support the gondola option for Little Cottonwood Canyon	Candice Gagnon	Website
3738	Bus service best idea. Gondolas from bottom to top 2nd idea.	Jim Rauchen	Website
3739	I meant to conclude the comment I just submitted with I am not in favor of widening the road (to either canyon.)	Elizabeth Fellows	Website
3740	I am a resident of Cottonwood Heights and have skied in Little Cottonwood Canyon for the last 25 years. I support a Gondola and La Caille Bus Stop, not widening roads or adding buses. Thank you	Stacey Dobkins	Website
3741	The gondola option seems great in that it gives a second 'roadway', where currently there is just the one road. One example where this could help besides the more obvious road traffic issues is with landslides due to heavy rainfall. Sometimes these affect the road in areas that aren't necessarily the main avalanche paths.	Jennifer Spacek	Website
3742	Udot please explore the gondola proposal for little cottonwood canyon. When presented with an opportunity to be extraordinary, to choose ordinary. Be the environmental change this country needs.	Gregory Santollo	Website
3743	Sounds like a good solution to the traffic problems in Little Cottonwood canyon! Please do NOT put a gondola in Little Cottonwood Canyon. It would ruin the beauty of the canyon and create even more congestion in Cottonwood Heights and Wasatch Blvd with busses transporting even more passengers to the mouth of the canyon than there already are now. Please, PLEASE add bus-only lanes to the road instead. You could even add just one bus lane that is used for uphill travel in the AM and downhill travel in the PM. A bus-only lane will incentivize people to take the bus instead of driving and it will preserve the beauty of our wonderful canyon. Thank you.	RaMona Bootes	Website
3744	Please, PLEASE add bus-only lanes to the road instead. You could even add just one bus lane that is used for uphill travel in the AM and downhill travel in the PM. A bus-only lane will incentivize people to take the bus instead of driving and it will preserve the beauty of our wonderful canyon. Thank you.	Dan Reese	Website
3745	Gondola and not widening wasatch Blvd!!!!	Shawna Blackhurst	Website
3746	Looks like a great opportunity	Annalee Brunt	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3747	<p>As an Iron Blossam owner who relies on either a shuttle or private car to enter and depart Little Cottonwood Canyon and who primarily skies Alta Ski Resort by taking a bus there and back from Iron Blossam, I am most in favor of an alternative that does not hinder my ski choices: 1) by forcing me to ski Mineral Basin to and from Alta when I am not prepared to do so (50% of the time); 2) by dictating my travel choices and times to and from Alta; and 3) by eliminating my choice of using a private vehicle to transport me to and from Iron Blossam on my arrival/departure.</p> <p>A gondola will never be my choice of a good alternative since it effectively eliminates buses from the Canyon, unless I am not reading it correctly. The unsightly tower constructs and lack of privacy of land/homeowners would negatively impact outdoor recreational activity. For tens of thousands of dollars more, you project moving only an additional 42 people in a peak hour.</p> <p>A cog rail would have the same avalanche issues that the roadway currently has, notwithstanding the construction that needs to occur on the roadbed and the roadway lane expansion. And, again, people movement at peak hour is only 3 additional people with extensive capital outlay.</p> <p>Both gondola and cog rail alternatives leave unsightly structures that would be underutilized for a substantial part of the year (mid-April to mid-December).</p> <p>Enhanced bus service is easier to adapt to changing conditions in ridership and weather conditions. Who can even guess if, given our current paranoid panic environment, skiing will again attract participants and return to its prominence as an outdoor sporting activity? The industry may just price themselves out of reach if they have to abide by mask and social distancing mandates to limit participant numbers that have been foisted upon them.</p>	Sandy Remson	Website
3748	I'm near retirement. I intend to retire soon and relocate to where there is good skiing. The SLC area is a strong contender. Your management of this issue will have a major impact on my choice. Accepting a "more of the same solution" will definitely turn me away.	Steven Mandel	Website
3749	Hello, I love skiing LLC, bower I believe that a gondola is the best option here. Already too many cars in the canyon, don't add an incentive for more.	Karl Bromfield	Website
3750	<p>I do think the gondola plus La Caille base station option is worth considering. Figuring out how we are going to reduce traffic congestion in Little Cottonwood Canyon is a tough nut to crack, we've collectively been trying to find a solution for years. Given the staggering congestion we now experience on powder days it is imperative that a solution be developed and implemented. The current situation is certainly untenable and unsustainable.</p> <p>Having grown up here in Salt Lake County and being used to getting from my house to Alta or Snowbird and being on the hill within 45 minutes has spoiled me and the rest of us. It will be a change and a pain-in-the-butt for us to have to park then get on a bus, get on the gondola, get to Snowbird gondola terminal then transfer if going to Alta. Like I say, we're spoiled. However, on a powder day we have to spend sometimes an hour or two or more waiting in line on the road, so from a time perspective maybe it would be faster which would be a good thing. (I say all of that just to acknowledge one of the challenges to attaining public buy-in to any solution beyond the present take a bus or drive our cars up to Alta or Snowbird.)</p> <p>On the question of is the gondola with La Caille base station "the" solution, I don't know. It sounds like the best one to come along so far, and I know interested parties have been working on solutions for quite a while. Certainly costs of implementing any solution will be considerable. Obviously we need to maximize return on investment in terms of maximum utility for each dollar spent. I see this as a public works project and bonding or other funding/investment mechanisms will be necessary. I don't think it's equitable to increase general taxes for such a project as the project doesn't serve the public-at-large but rather serves those who use Little Cottonwood Canyon. So user fees would make sense as part of the means of paying for the project.</p> <p>I don't have a problem with snow-sheds on roadways. I also am not opposed to tunnels, although they seem like a rather expensive proposition and I'm not sure where they would go that would really help the situation. I do see that parking in the canyon is limited and so car traffic in the canyon has to be reduced. Same with traffic on Wasatch Blvd which is untenable on powder days, especially for those who live along that stretch of that road. Parking cars at the proposed La Caille parking garage will not solve that part of the traffic problem, only the portion going up canyon. Of course incentivizing parking at the bus station closer to I-215 can help with traffic between Big and Little Cottonwood Canyons. Likewise with parking down in Sandy on 9000 South or further east on Little Cottonwood Road.</p> <p>So yes, I do think the proposed gondola with base station is a viable alternative and worth serious consideration. Although, I'm not well versed in all of the alternatives that are presently on the table so I can't say that I think it is "the" best alternative. It is certainly a good alternative.</p> <p>Thank you for the opportunity to provide my input.</p>	Matthew Wallace	Website
3751	A solution to the transportation problem in Little Cottonwood Canyon should seek to minimize more development and construction intrusion into what is left of the natural environment. The gondola idea is inefficient and obtrusive. It may serve the resorts, but will not solve the wider traffic problem. I am in favor of increasing availability and ease of public transportation up the canyons. It seems it would be wise to take a step back and focus on a solution to year-round transportation problems in both Big and Little Cottonwood rather than just one canyon at a time as they are so close to each other. Focus on increasing incentive and ease of bus transportation and carpooling without expensive road modifications. Hubs for canyon bus transit should be made more available through the valley rather than a single lot at the mouth of BCC to decrease traffic and increase practicality of relying on a bus. I'm in support of express buses that run straight to a resort of your choice (at least during ski season), but separate buses that stop at trailheads lower in the canyon should also be considered. Tolls should be charged for passenger cars with fewer than four people. The parking lot expansions are needed, but a broader solution to minimize traffic in the canyon should be focused on. Use of the canyons will continue to increase, and eventually even the larger parking lots will become inadequate. A complete overhaul of public transportation in the canyons while discouraging passenger car traffic would markedly improve the transport issues without destroying more of the canyons with expensive construction problems.	Paul Steinman	Website
3752	my family and I travel to Utah from NYC every year. We would much rather travel by bus and gondola to the slopes than by private car.	Elizabeth Ernish	Website
3753	I support the Gondola option. It is a better long-term solution. It's less destructive to the canyon, will not increase vehicle numbers which is needed for our already poor air quality, and it's a safer option than putting more people on the road. It's high time we caught up with our	Charlotte Holbein	Website
3754	European friends who have been using this type of solution for decades already.	Nikki Welsh	Website
3755	I am in favor of steps to minimize the number of cars traveling on S.R. 210.	Ed Gallacher	Website
3756	More Buses us the road stop all car traffic after Thanksgiving Holiday. No to a tram will destroy the canyon.	Jack Spicer	Website
3757	I support the gondola option. As a new Salt Lake City resident I was very surprised by the traffic in Little Cottonwood Canyon this winter. I believe that the gondola would be the best option to avoid this while preserving Little Cottonwood Canyon.	Scott Brady	Website
3758	I would love to see a gondola here to minimize traffic congestion even if it means waiting in longer lines to get up the canyon. I'm a snowbird season pass holder for 20+ years and take my wife and 3 kids there every weekend in the winter. Thanks.	Brandon Beebe	Website
3759	The gondola would be an asking addition!!	Jackson Hallett	Website
3760	Good idea	ALTON WINKELMAN	Website
3761	I'm against a gondola, widening of roads to accommodate more vehicles, and any plan that doesn't include BCC. I agree with SOC conclusions: 1) Get people out of their cars and into transit at multiple locations well before mouths of the canyons. 2) Start a toll road system at the mouths of the canyons. 3) Ticket vehicles in the canyons not equipped for winter driving. 4) Make all on-road parking at all locations in the canyons illegal. 5) Return to a comprehensive approach to the EIS.	Robert Ivy	Website
3762	I travel from out of state almost every year to ski little cottonwood and have done so for over 30 years. Lately, I have started to consider other destinations because of the always increasing difficulty in getting up and down the pass (and getting stuck from time to time). The gondola project would make sure I spend my dollars in Utah—and I am sure there are thousands more like me.	Michael Devin	Website
3763	I support the gondola.	Sarah Terry	Website
3764	Utah has a lot of work to do structurally and this is a great start!	Phil Broadbent	Website
3765	I think this is great that we're coming up with solutions. Gondola or enhanced bus would be fantastic. Gondola would be great to utilize during summer as well for mountain biking.	jere gimbel	Website
3766	I am in favor of a gondola transporting people up little cottonwood canyon.	Dallin Beddes	Website
3767	Maybe if you have a station at snowbird, and then many ski busses that take you up to alta, or several stations to get off at	Lisa Cooper	Website
3768	Back before the world went sideways, I had a job with an Expo company. We had MANY MANY jobs (parties, weddings, conventions) at any number of lodges and/or hotels up this canyon. The traffic consistently screwed with our schedules going up and down that canyon with the traffic. It cost us time, money and clients. I have also had a whole precious few day off planned to go up to ski or attend a festival and have lost a fair amount of it in traffic. Living on that road has got to be a nightmare. SO SO SO SO much worse in snowy weather. I believe the plans on the table, for the most part, are a very good resolution to this if done with style, class and the environment in mind. Thank you for your time.	Kitty Ford	Website
3769	Yes Please!!!	Nicholas Watts	Website
3770	<p>I love the Gondola option. I have been thinking about that option the past few years. If there is an avalanche, Buses wouldn't be a good option, but the Gondola could still get people up and down the canyon with minimal delays.</p> <p>Plus having a parking lot/hub dedicated to the resorts is a grand idea.</p> <p>What happens when the parking garage is full? will there be other parking lots transporting to the hub via bus? such as 9400 S highland drive?</p> <p>Also, Will there be a gondola option in big cottonwood canyon with stops at the S curve (mill b south) and donut falls (Mill D North), and the ski resorts?</p> <p>Will there be a gondola to connect brighton to Alta/Snowbird?</p> <p>Is there an option to do a round trip option connecting the 4 ski resorts?</p> <p>Is there an option to connect to park city and the canyons from the Wasatch front via gondola? could reduce alot of traffic heading up I-80 to these resorts.</p> <p>You can get to Zermatt from downtown Zuerich without a car.</p> <p>Salt Lake has the 7th worst air quality of US metro areas. That's 7 places ahead of NYC. With 1/10th of the population.</p> <p>The Canyon road will be the death of Little Cottonwood Canyon ski areas at this rate.</p> <p>If folks don't step up soon, it will be too late.</p>	JOSEPH SADOVE	Website
3771	We need to reduce traffic up the canyon and ease up the parking problem at the resorts too	Colette Brady	Website
3772	The gondola and base station is a great way to reduce traffic up the canyon, Working up here last few years on construction projects a gondola is a great alternative to the traffic problem	Jason Soares	Website
3773	I support the gondola with the La Caille base option for Little Cottonwood Canyon access.	Michael Silver	Website
3774	I think it would be best to add a reversible 3rd lane to accommodate uphill traffic until 1pm and downhill traffic after 1:30pm	Jeffrey Jayne	Website
3775	I think it would be best to add a reversible 3rd lane to accommodate uphill traffic until 1pm and downhill traffic after 1:30pm	Tang Yang	Website
3776	As a long time resident close to little cottonwood canyon, I've seen the growth of vehicular traffic increase greatly. This will only continue to grow as more people move into the state. I think the proposal that make the most sense is the gondola option. It would keep vehicles out of the canyon and make the trip up and down a pleasant ride. As an architect, I think the gondola option would be most sustainable and is more environmentally friendly.	Dan ruppel	Website
3777	I am in support of the gondola plus La Caille base station proposal. I do not want to see increased road size, lanes, traffic control measures on wasatch and surrounding roads. Remove the need for never ending road capacity increase and save the moose that get hit by removing the cars in the canyon	Nicole Moreno	Website
3778	I think a gondola is a great idea that should be considered. No need to widen a road that leads to more pollution.	Brett Haney	Website
3779	Build the gondola.	Tim Pluta	Website
3780	It is a good idea to use a gondola to transport folks up Little Cottonwood.	Dave Eckel	Website
3781	Gondola is the only way. Adding more lanes and vehicles doesn't solve the avalanche, road closure and one of the most dangerous roads anyplace problem. I hope there is limits put on lift ticket sales at some point to ensure LCC does find a way to maintain the high quality experience for winter guests. Thank you!	Marla Slider	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3782	The gondola La Caille station option would make LCC accessible year round. My family currently lives in 84093 and we drive an hour north to Snowbasin resort for skiing, because LCC is so difficult to navigate. I would prefer to be able to ski up LCC and this option would make that possible. We also Mtn bike all over Utah, but rarely up LCC because the roads are too treacherous for Mtn biking with traffic. I would love the opportunity to shuttle with the gondola and ride the canyon year round! This option would be amazing for carbon emission reduction.	Jennifer Bachman	Website
3783	I DO NOT support a gondola, stations, or any other structures to be built. I DO NOT support the widening of LCC road. I do however support the idea of an electric bus system that runs frequently to encourage riding the new bus system. Snowbird and Alta can foot their own bill to build parking structures on their own properties to help the parking problem.	Ethan Wilcox	Website
3784	well so far this is the best option I've heard about, if you make getting to the station easy and hassle free...heck yeah I'm in. Also cutting the amount of time it would take getting up and down the canyon, winner winner chicken dinner.	jeffrey parriott	Website
3785	Gondola and La Caille is a great idea. It will be a huge undertaking, but the canyon already has a 4 hour wait to get up and down during peak times. Working in the canyon is awful, it makes me hate my job that I love so much. I would love to see less cars (safer for animals, canyon-hikers, and carbon emissions... Imagine the amount of inversion that could be decreased with the less cars sitting idle waiting for the canyon to open, or sitting still during a snow day. Snow day = Gondola riders = no deaths or crashes on major roadways!	Jayme Trojan	Website
3786	Hello... this is a brilliant idea		
3786	This is an amazing proposal!	Joshua Velasquez	Website
3787	I agree with the gondola solution for Little Cottonwood Canyon. Would also like to see a solution for congestion in Big Cottonwood Canyon. We need to keep the canyons alive for future generations to enjoy.	Stephen Silder	Website
3788	What a great idea. My wife and I come from Perth, Western Australia most years to ski Alta. We were thinking a train would be better than driving, but never imagined a gondola. Wonderful. We're looking forward to it.	Nolan Penning	Website
3789	I strongly support the gondola alternative for Little Cottonwood Canyon. I feel this is the best balance for both economic and environmental sustainability.	Jon Hennington	Website
3790	I am in favor of the gondola option because of its safety and environmental advantages. I think the Plus La Caille Base Station should also be considered and studied. Thank you.	Mary Jo OConnell	Website
3791	We need to consider the Gondola option.	Justin Albrecht	Website
3792	Don't touch the canyon. Just limit the amount of people allowed up each day.	Tom Shepard	Website
3793	I like the alternative plan snowbird suggested. It would be a lot more effective for transportation, and would reduce carbon emissions in the canyon. Too often, American infrastructure is built using methods that are standard across the board to save costs and keep certain demographics in work traditionally. Do it right the first time.	Henry Gansert	Website
3794	Look at the gondola, please	William W Parker	Website
3795	I am an avid skier. I fully support the gondola access to Little Cottonwood Canyon. It's the best option that I have read about on your EIS study. And what a beautiful ride that would be!	Elaine Frame	Website
	Hello, and thank you for your work to preserve and improve access to LCC.		
	I write to support a modified version of Option 1: Modified Bus Service (without lane widening). The only long-term solution is to have more busses and fewer cars in the canyon. Improved bus service (at least DOUBLE the proposed 24 departures/hr), combined with stricter metering of in-canyon car traffic (well below the proposed 2,249) would provide an equitable, efficient, and scalable solution for access to LCC (and BCC, as this issue is coming there as well.)		
	A successful solution must: - Not include transfers. The car-to-bus-to-gondola transfer is inefficient, unaesthetic, and places an undue burden on families. People should arrive at a transit hub and have one mode of transport to the ski areas. - Not add lanes. More lanes will only maintain traffic on the roads, causing bottlenecks at ski resort entrances. Adding lanes is kicking the can down the road on this issue. We must significantly reduce the number of cars in LCC. -Be scalable over time. You can't add cars to a gondola, but you can add busses. Busses can drive other routes as seasonal needs dictate. -Reduce the number of cars in the canyon. Cars are the problem—full stop. During peak hours, only residents and those with a reservation should be allowed above the White Pine trailhead.	Alex Hamlin	Website
3796	The Alternative Summary as presented unfairly discount the benefits Enhanced Bus Service. Taking bolder action to reduce car traffic in the canyon would eliminate the need for extra lanes, reducing travel time from 54 min to 36 min and saving \$184 Million (compared to option 2, Enhanced Bus w/ Lane Widening.) Spend that \$184 Million on more (and more frequent) busses, and you can have a world-class transportation system that's scalable, sustainable, and that will solve this issue for generations.		
	Thank you. Alex Hamlin Salt Lake City, UT		
3797	THIS IS A MUST! So excited!	Kyle Mercier	Website
3798	Keep the road the same! Increasing access will only destroy little cottonwood canyon. No matter what is done (buses, gondolas, more lanes) will never alleviate congestion but only increase the maximum of people. Congestion will be the same. I recommend a toll road	Judd Partridge	Website
3799	I support the gondola option with La Caille base station over more cars & buses.	Joan Dykstra	Website
3800	I have driven this canyon for many years and am worried about how much traffic it handles!	Natalie Harvey	Website
3801	Don't pave, I support the Gondola!	Aidan Ross	Website
3802	More cars, more buses, more lanes and massive concrete tunnels are not the solution to transportation in Little Cottonwood Canyon. The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Stefanie Thorpe	Website
3803	I support the use of a Gondola in little cottonwood	Travis Fisher	Website
3804	I have analyzed the 3 options for traffic solutions for Little Cottonwood Canyon and it seems to e that the Gondola is the way to go. The cost and environmental analysis as well as it clearly being a welcome revenue stream and year round tourist attraction makes this a no brainer. And Snowbird's generous offer of their private lands makes all parties invested in its success. The La Caille base station also makes total sense. Let's do this!!	Jeff Albucher	Website
3805	Gondola will ruin the natural beauty and make more of an environmental impact than proposed. Mandatory electric busses without road expansion with exceptions for employees, homeowners, and overnight guests	Sam Schultz	Website
3806	The simple enhanced bus service has to be the first thing to try to reduce traffic. We should try to minimize the impact to Little Cottonwood Canyon as a recreation area to all those who use it, including the hikers, rock climbers and mountain bikers. The gondola will be an eyesore to the beauty of LCC and will undoubtedly take away from the canyon recreation experience. The shoulder lane should only be undertaken if the simple enhanced bus service does not work. However, steps need to be taken to incentivize travelers to actually take the buses or reduce single or dual occupancy cars. Single or dual occupancy cars should be charged a parking fee during peak hours (8 am - 2 pm), while 3+ occupancy and buses are free. That revenue could be used to improve bus service and put towards future LCC projects. Please don't commit to a bloated project before we try simpler alternatives!	Dennis Pruzan	Website
3807	Yes! Gondola	Cristan Cris L. Ellison	Website
3808	ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LANE)in LCC. This seems like it would be the best option. The roadway should be widened anyway as the lanes are so narrow in the canyon, and not very safe if someone veers out of their lane, which normally happens. This seems to be the best alternative, covering all the bases.	Sarina Seitz	Website
3809	Little Cottonwood is SLC's greatest resource. preserving this resource should be top priority.	Brian DiLoreto	Website
3810	I think that the gondola is the best long term solution. With it impacting the environment the least. No tunnels, widens roads for more cars or busses. The gondola can easily be upgraded to supply the needed amount of gondolas over time. Electricity ran. Cheaper maintenance and upkeep. And I mean come on, can you imagine how absolutely breath taking that gondola ride will be?! I mean seriously. It will be breathtaking.	Steven Van Slooten	Website
3811	I support a gondola, road widening for express buses, adding a parking fee to season passes with a dedicated spot for the pass holder.	mike newberry	Website
3812	Support the Gondola	Susan Szabo	Website
3813	While I think the advertisement for the gondola is a bit disingenuous to claim zero emissions, I do think it is a much better option than widening the road and boring out tunnels. Any form of transportation generates emissions, either out the tailpipe of the vehicle, at the power plant that generates the electricity, or in the fabrication of the steel, fiberglass, plastic, and other components to fabricate the mode of transportation. Power generated by the power plants (coal fired, natural gas fired, solar, hydroelectric) are all much more efficient than gasoline and diesel powered automobiles. So the gondola is clearly the better environmental option. The gondola is also less invasive on the wild habitat and offers much better views for people as they transit the canyon. For these reasons, I believe UDOT should pursue the gondola option for improving mobility to Little Cottonwood Canyon.	Chad Texter	Website
3814	Please explore using a train. It would add so much value to the canyon, be a unique way of viewing the canyon. No one wants more buses in the canyon. Home owners like me would actually take the train. Please review zermatt Switzerland where they actively use trains to get all over the mountains. They are incredibly efficient and a value add to the mountains.	Peter Coats	Website
3815	I would like to voice my primary support for the gondola option. However, I have two concerns. First, with the increased utilization of the Cottonwoods for backcountry access, I would like to see unloading stations at least at Tanners and preferably at other trailheads as well. Otherwise, ad backcountry recreation continues to increase in popularity amid rising lift ticket costs, this will do nothing to mitigate traffic from cars seeking to access those trailheads. Second, I would hope that the gondola would run return trips until at least 8 or 9 PM. This would allow for late season individuals accessing the backcountry gates around Alta and Snowbird to enjoy a full day and not have to cut their recreation short. It would also allow Alta and Snowbird resort guests to enjoy amenities such as food, drink, spa, etc. before making their return trip. Without a late return option, such establishments could be hurt financially. Additionally, their employees would not have a means of commuting via public transit and would be forced to drive up the canyon road.	John Hickey	Website
3816	I support the gondola	Paul C. McDonald	Website
3817	I support it to preserve the canyon and make it safer for everyone.	JEANIE WESTOVER	Website
3818	Easy access to Snowbird/Alta from SLC is the reason I come from CA for skiing and I know I'm not alone.	Christian LaRoe	Website
3819	After reviewing the proposed options, I feel that the road widening and dedicated bus lane is the most appropriate solution. I worry about the gondola causing additional bottlenecks at the base of the canyon near parking structures, and the ability to operate in poor conditions. Also, I think it will damage the aesthetic and appearance of LCC in a major way.	Collin Hintze	Website
3820	The increased bus carbon footprints could be offset by using electric buses. While it is more expensive in the short term, I believe this is the best solution long-term. People will be incentivized to take public transport, and ultimately reduce the number of vehicles on our roads.	Anthony Finn	Website
3821	Build it Gondola all the way!!! Except, it should be envisioned and built in anticipation of exponential growth. Bring it to a trax station, or the freeway and build it to go all the way to park city.	Randy Ostman	Website
	My 2 cents		
3822	This model works in Europe...why not here? This is the only reasonable proposal that I have seen that would reduce canyon traffic...it would also keep tourists with FWD rental cars off of the road.	Jeremy Irwin	Website
3823	I fully support the gondola. it would solve many problems and is an investment in the area's future.	Maria Sarfi	Website
3824	As a local resort supporter and native of Salt Lake City, I support the Gondola System!	Latigo Liuzzi	Website
3825	Hope the gondola gets past	Ken Korndra	Website
3826	I support the gondola. But you'd better build some easily accessible huge parking lots. If you are going to run buses from parking lots to gondola base, they need to be many and often. No 10 minute waits between buses while crowds accumulate. This is especially important on powder days.	William Kuentzel	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3827	Over many years I have enjoyed opportunities to recreate in the Little Cottonwood Canyon. Though increasingly I find it no longer an enjoyable experience due primarily to traffic congestion. While congestion could be reduced with added roadway capacity, this is not without a substantial environmental impact, and ever greater numbers of vehicles vying for limited parking resources within the canyon. The proposed Gondola Plus La Callie Base Station appears an intelligent alternative to increased roadway capacity. Its reduced environmental impact is compelling, both short and long term. Its increased safety over winter driving conditions is also an advantage. And, as many who recreate in the canyon know all to well, when you most want to get up the canyon, conditions force its closure. A thoughtfully engineered Gondola could provide uninterrupted access. Please give the proposed Gondola the focused study it deserves. I believe many generations to come will be grateful to see this innovative and environmental sound alternative was chosen over the brute force 20th century alternative of increased roadway capacity.	Paul Welker	Website
3828	Only bus tspn. should be used.	Jim Judd	Website
3829	Either Gondola or Expand HWY 209 leading to Alta and Snowbird is critical to success of this project. My vote is to expand HWY 209 MAJOR CONCERN IF OPTION IS EXECUTED THAT DOESN'T FULLY ADDRESS BACKLOG OF traffic on 209 leading up to 210 as it will continue to be backlogged on peak ski days and weekends as it is now.....	Gregory Smith	Website
3830	Please build the gondola in little cottonwood!	Suz Masley-Thomas	Website
3831	Only bus transportation should be used.	Jim Judd	Website
3832	the only issue is see (because it is not clear) is that if you have to park and then take a shuttle to the base of the gondola that would make people not use it. if the parking is at the gondola base that would be a great solution.	Robert Brashear	Website
3833	Please consider the Gondola and LaCaille station, as a UT resident my whole life I would be devastated to see this canyon destroyed or in danger.	Laura Mekkelson	Website
3834	I support the gondola! I think that this a great and cleaner option	Alexandria Cooley	Website
3835	Do not burden the taxpayers with an expensive to build an expensive to operate gondola system. This only benefits Snowbird, and to a lesser extent, Alta, and shifts to the costs for their customers to access the resorts to the public. It is a classic case of concentrated benefits for a few with costs diffused over all the citizens of Utah, the vast majority of whom will never use the Gondola. Why aren't tolls an option under consideration? A demand based toll system on cars will get people out of their cars and into the buses. Why is parking free at the ski resorts? If a resource is being over used, it is under-priced. It is simple supply and demand. Make the price of the resource equal to its true cost.	Bryant Howe	Website
3836	Expanding Wasatch would irreparably fracture the community of Cottonwood Heights with a high-speed highway. UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12- foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding effect of fracturing of approximately 8,000 resident Cottonwood Heights community with a high-speed highway.	Anna McNamer	Website
3837	Allow us residents to continue pursuing our master plan of enjoying the "small town" feel of our community.	Jeff Stevens	Website
3838	Gondola too expensive and complicated and would bring too many skiers, a disadvantage to local skiers.	Chance Gordon	Website
3839	As a young skier, I support the gondola as it is the most environmentally friendly option for transport to snowbird/alta. Gondolas have proven to be an effective means of transportation in many mountainous regions of Europe, including Switzerland, Germany, and France. They provide a sustainable means of accessing hard to reach terrain while preserving the surrounding ecosystems. Widening canyon roads will damage the terrain in an irrevocable way along with exposing the ecosystems of both LCC and Salt Lake Valley to more harmful pollution. In an area already prone to inversion effects any solution that would increase the number of cars on the road is unacceptable. Consider the gondola if not for the environmental advantages, then do it to avoid destroying LCC with years of harmful rock-blasting, tunneling, and construction on unsightly roads and tunnels that will only increase traffic in the canyon.	Daiven Chawan	Website
3840	A gondola should be our preferred solution, lets keep the road as is, reduce trips on it and reduce tailpipe emissions and vehicles in the canyon full stop!	Montane Hamilton	Website
3841	I'm in favor of a train. Also, why no hub on 9400? I live in Sandy.	Megan Furman	Website
3842	I support the gondola option. Less traffic, better air and beautiful mountains are all worth preserving! Please don't add more roads and tunnels!	Cynthia Wilsted	Website
3843	There has been a lot of discussion about the proposed bus, bus+, and gondola services up Little Cottonwood Canyon. I am concerned with the misleading information about each of these that was published in the summary plan. I am opposed to the idea of a Gondola due to the poor decision to place the parking garage miles away from the base station - and I am hopeful this write-up will help explain why. If you agree with me, please share. Before I start, people need to understand that under all 3 scenarios cars will still be allowed in the canyon, under a new tolling system. More parking will be added at Gate Buttriss, Bridge, Lisa Falls, and White Pine - so please don't confound the issue by complaining about the fact that a Gondola only stops at the resorts, the buses would also only stop at the resorts. Nobody is taking away your backcountry skiing access. All roadside parking would be removed at the resorts. The combination of the tolls and restricted parking are believed to be sufficient to cause 1/3-1/2 of skiers to take the bus/gondola. The summary plan can be found here. It misleads the reader by showing the estimated travel times as being fairly comparable across all 3 options. 46 minutes for Enhanced Bus, 37 minutes for Enhanced Bus+, and 46 minutes for the Gondola. https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/9234_42_LCC_EIS_Alternatives_Project_Factsheet_FIN_WEB.pdf However, UDOT also published detailed documents regarding each option. I'll summarize each of them below: Enhanced Bus: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Enhanced_Bus_FIN_WEB.pdf This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons, and increases bus availability to 24 buses per hour. Including parking and waiting for a bus, UDOT estimates that this option would take 54 minutes from the Transit Hub to Alta, roughly 20 minutes longer than it takes by car. Enhanced Bus+: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Enhanced_Bus_PPSL_FIN_WEB.pdf This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons, and increases bus availability to 24 buses per hour. It also adds a dedicated uphill bus lane the entire length of Little Cottonwood Canyon, which can be used as a bike lane in the summer. Including parking and waiting for a bus, UDOT estimates that this option would take 36 minutes from the Transit Hub to Alta, roughly 2 minutes longer than it takes by car. Gondola Option: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Gondola_FIN_WEB.pdf This option puts a large parking structure at the bottom of big cottonwood canyon, and another on highland drive and 9400 South. It widens Wasatch Blvd between Big and Little Cottonwood Canyons. Skiers are expected to wait in line for a bus, ride that bus to the bottom of Little Cottonwood Canyon, and then wait in line again to get on a Gondola that will take them to Snowbird or Alta. Including parking and waiting for a bus, then waiting in line again for the Gondola, UDOT estimates that this option would take 63 minutes from the Transit Hub to Alta, roughly 30 minutes longer than it takes by car. So a real comparison of all of the options looks more like this: Car: 30-34 minutes Enhanced Bus: 54 minutes Enhanced Bus+: 36 minutes Gondola: 63 minutes To put this in perspective for everyone: If you are the type that can only get away for a couple of hours to ski, whether that is due to family obligations, work obligation, school obligations, etc - Little Cottonwood Canyon has always served you well. The Gondola option could ruin that for you by adding 1 hour to your round trip commute. I am not opposed to a Gondola per se - but the oversight that is causing the parking for the Gondola to be located several miles away from the base station will add roughly 1 hour to your round trip commute.	Scott Knudson	Website
3844	I support this plan.	Jon Murray	Website
3845	Please do not expand the road. There will still be a bottle neck w very high speeds. Please improve w better bicycle lanes safer and not as close to speeding cars. Ways to cross safely and walk. The plan for little cottonwood will be fine if we can make transit hubs in the valley and prevent piles of cars from Driving to the base. Speeds should be dropped and hopefully we can avoid this corridor as a main commuter thoroughfare.	Higinio Gonzalez	Website
3846	Our canyons are too narrow to accommodate the current flow of automobiles. Mass transit is the only solution coupled with reservations. Not only in the cottonwoods; but most of our state and national parks. The herds are massive but can be managed by thoughtful people.	Jeffrey Lucas	Website
3847	I support a bus solution to provide year round access to all citizens with flexibility. Gondola looks pretty neat but big question is who gets to ride it and what does it cost? Gondola does not do anything to address White Pine Trailhead issues in layout I saw. These mountains belong to all not just ski area patrons and deserve excellent year round access. If the gondola is available to all it seems like it would attract many more people just going for scenic ride. (Pretty sure the developers don't have that in mind) I was surprised to see all proposals still show many private vehicles in canyon which only puts more importance on the need for snow sheds to make highway more reliable in winter. Like the ideas that would prioritize hov traffic including jump or dedicated lane. The idea of gondola with no snow sheds would seem to leave UDOT holding the bag as it still seems like functioning highway would be critical. From what I have learned about the 3S systems they have a rope speed of 8.5 m/s or 30kph(19 mph) so travel times may be optimistic. I do ride the bus all the time and found it to be for the most part and enjoyable and efficient experience. That is only scratching the surface of what is could be. Thank you Ritchie Taylor	Ritchie Taylor	Website
3848	A solution is needed and has been for some time. I am all for this well thought our solution.	Ryland Hosenfeld	Website
3849	This is not a hard decision, what is the most sustainable and least impact on the canyon solution. The gondola option offers the ability to avoid cars driving up the canyon completely. Widening the the canyon road will only add to the problems that currently cause so many issues in the canyon. The gondola is the only solution that allows for future generations to move past the automobile and move in a direction that is sustainable.	Connor Stephens	Website
3850	please do not put the road through a gondola is way cooler and way less ugly please utah do not bend to the influx of new residents	Madeline Sueltz	Website
3851	I support the gondola and la Callie station	Jacob Sims	Website
3852	I support the Little Cottonwood Gondola Plus the proposed LA CAILLE BASE STATION. Let's reduce vehicle traffic in the canyon as much as possible. This seems like the best solution for year round access and least environmental impact. Widening the roads is a short term solution with long term negative impact.	William Day	Website
3853	I encourage you to consider the gondola option! Let's shoot for low/no emissions and save the planet.	Kent Williams	Website
3854	Please approve the Gondola. It's a better option for skiers and the environment, and if one was built I would use it instead of my car because it would be faster than the bus service and more eco friendly.	Braxton Vranes	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3855	<p>As a summary, I support the Enhanced Bus with Roadway Widening, with the "Enhanced Bus" with no roadway widening as a 2nd place quicker immediate option for Little Cottonwood Canyon. I support the gondola the least for many reasons stated below. I also support tolling the road (with no tolling at lower canyon, and some tolling based on peak periods on the upper canyon).</p> <p>Canyon Options</p> <p>Let's start with the basics. Little Cottonwood Canyon (LCC) gets 12,000 to 14,000 visitors on a normal winter weekend. The plans laid out mean to only remove 30% of the cars from the road. While these are the rules the Environmental Impact Study (EIS) is set to follow, if their goal is truly to build something that can handle traffic in 2050 (30 years from now), we will need much more than 30% of the cars off the road. And with just 30% of the cars off the road, traffic could pretty terrible at peak times, and the wildlife impact would also remain. Below I considered all 3 options, strange trends I found in the Environmental Impact Statement, key issues with some of the proposals and where I think we can get the most benefit for the most people.</p> <p>Strange EIS Study Trends</p> <p>The biggest issue historically (in previous analysis for these plans) was that the gondola couldn't handle a lot of people per hour + it was expensive. Somehow in the final analysis both of those concerns have disappeared, which I do not understand.</p> <p>Specifically, because the EIS was only looking to analyze reducing car traffic by 30%, the EIS team fully admits (in their video conference public meetings in late June) that they "limited the capacity" of each transit option to reach that 30% level. That, in turn, makes each option look like it's on a relatively even playing field when it comes to how many people each option can handle per hour. However, this is not helpful to the public. We need to see what "max capacity" looks like for any of these proposals. For example, how many people can we get up an hour if we were running gondolas at their max capacity (or had the max number of gondola cars on the route)? What speed would they run at? What does that look like in terms of capacity per hour?</p> <p>Similarly, if we were to double or triple buses per hour, is that A) possible and B) what is the estimated amount of people?</p> <p>In this same June meeting, it was mentioned multiple times that the group is looking at building something that will work till 2050. So why then is the EIS only proposing solutions that handle around 10% of the weekend visitation to the canyon? Their answer is "this is what we were tasked to do" but then in the same breath they use an argument around future-proofing the canyon until 2050 to argue against alternative proposals.</p> <p>The Gondola</p> <p>To that end, at one point it was mentioned (in previous discussions in years past) that the Gondola could hold 10,000 people an hour. The latest proposal, backed by private landowners, a massive gondola company (Doppelmayr), and the ski resorts themselves, is pushing the "la Caille" proposal which notably drops the gondola further down the canyon, builds a parking lot at the gondola station, and suggests it can get multiple thousands of people up in the peak 3-hour transit window on weekends (typically 7 AM - 10AMish?). However, this is not an official proposal from EIS, and seems to have been previously eliminated.</p> <p>Furthermore, it appears the main appeal here, beyond removing the bus to gondola inconvenience, is that it says this proposal can handle higher capacity, but again, it is my understanding that the EIS purposely handcuffed each of 3 official proposals based on the rules they were given.</p> <p>Without the actual max capacity numbers available to public commenters, the 3 proposals seem relatively unfinished. While I acknowledge that an environmental impact study (and implementation time) come in the next phase of the EIS, it seems almost disingenuous to not have this info included now while you collect public opinion (and then, therefore, use that public opinion to help drive your future decision making), when the public arguably didn't receive all the info it needed.</p> <p>Taking the EIS at their word, the gondola can hold 1,000 people an hour. It also has to travel at a speed limit lower than that of the road due to that capacity (the EIS staff claims 17 MPH). Gondola proponents mention it can handle winds up to 78 MPH, but there is no mention of what speed the gondola must go in those winds. Guess what? It will go slower. Much slower. Slower than 17 MPH.</p> <p>Taking that into account plus the full gondola trip taking an estimated 46 minutes (vs. 36 mins with the "enhanced bus" option), the gondola seems like the slowest option.</p> <p>It's also the least flexible. We can't scale up the gondola at peak times (with a bus system, you could easily double or triple the buses going up the canyon per hour). You can't take the gondolas down easily when they are not needed. It doesn't fluctuate with seasons or rush hours. It will be built and we are stuck with it. If better tech exists in 2050, or climate change makes skiing LCC obsolete (I hope not!), we still have the gondola.</p> <p>While I don't know the full capacity of the gondola (because of the limitations of the EIS), I can do some quick math on what it would mean to double or even triple bus capacity on Little Cottonwood Canyon, from the proposed 6 per resort per hour up to 12 or even 18 per resort per hour. If 6 per hour can handle 1,008 an hour, 12 per hour could handle 2,016 per hour, and 18 could handle 3,024 per hour.</p> <p>If we're truly looking to build something sustainable for 2050, we have to consider which one of these options scales up the easiest? Adding additional gondola cars is likely not possible, and 2xing the speed of the gondola is also likely not possible. However, UTA operates a fleet of hundreds, maybe thousands of buses, and continues to add more, so our ability to move more buses into the canyon (and reduce them when not needed) is much easier. We have buses already. In lighter seasons, those same ski buses can be used to move people around the city.</p> <p>As the years go on and traffic increases, you also can imagine a (smart) shift in strategy in 5 or 10 years, where the road goes to bus-only during rush hours. A gondola doesn't allow for that, and wouldn't seem to allow for the same massive amount of capacity a bus-only road could handle. Not to mention reducing traffic means fewer emissions and safer roads. On the issue of safety, the EIS's manager, Josh Van Jura, mentioned himself that while not a core part of the EIS, an additional lane up the canyon is safer (if not the safest of the 3 options) for bikers, motorists and pedestrians in the canyon.</p> <p>On scaling this operation down come spring and summer, where we do not face the same peak flow issues we do in the winter, a bus system scales down much easier, as mentioned.</p> <p>A bus also allows us to be flexible in the future with what stops to make. The Gondola only handles traffic to Alta and Snowbird, 70% of the traffic in the canyon are people that are "not going" to the resorts. It's for hikers, bikers, snowshoers, backcountry skiers. Building stops along the way on the Gondola is not part of the plan and would dramatically increase costs and time. But being able to build additional bus stops (that are seasonal) is a far easier proposition down the line if it is needed.</p> <p>Don't worry - there's more! :) I have a few more concerns:</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Taylor Dankmyer	Website
3856	A big factor for individuals and families will be the cost of parking and riding the gondola. I am guessing it won't be free. Any comment on proposed fees and charges to use the gondola?	David Malpas	Website
3857	This is a no brainer from an environmental and safety standpoint.	Ryan Bostrup	Website
3858	A gondola would be a game changer. I would definitely cost more often. Be a leader!!!	John Kohnke	Website
3859	Buy All the property on the north side of 210/ Wastach Blvd. starting at the park and ride at mouth of the canyon then to west where the road goes north approx. two miles. Then build large retaining wall the full length. Make a large parking lot with mega-people haulers. Hence on canyon traffic.	Blake Jemison	Website
3860	Thank you for organizing! The Gondola is certainly the most forward thinking proposed solution to the Cottonwood traffic.	David Sneeringer	Website
3861	dont destroy the beauty of the canyon with a large paved road.	paul calame	Website
3862	Our family has a house in Cottonwood Heights, which was purchased in 2004. We love Snowbird and have ridden and skied the mountain every year since 2000. We come from Perth in Western Australia, so we are seriously committed to LCC and everything SLC has to offer. Its a long way to come! I also race road bicycles, and come in summer to ride and train the canyon climbs. The dilemma of increased popularity of the mountains is clearly causing increasing issues with congestion and pollution which are unsustainable in the long term. Tunnels and trains by definition will be horrendously expensive, and their construction and maintenance will impact the environment more profoundly than a gondola system. Whilst the gondola will have a greater negative visual impact, the real impact on the environment will be more limited. What a wonderful idea. Snowbird has consistently upgraded its resort in a responsible manner of a long period of time, and I have no doubt that this latest development would be done in the same fashion. I couldn't support it more. I'll still ride my bike up that canyon road, but in winter I'll be the first one in the queue for the gondola.	Craig Smith-Gander	Website
3863	difficulty of bringing up equipment to the hotels in the canyon	chris smale	Website
3864	This strategic plan is essential is planning for the future of Little Cottonwood canyon resorts and activities. As population grows we must address the inadequacy of the road that continues to pose danger to skiers, staff, and outdoor enthusiasts. Now is the time to implement this bold plan to ensure a safe and prosperous future.	Patricia Brill	Website
3865	difficulty of bringing up equipment to the hotels in the canyon with a gondola	chris smale	Website
3866	Any of the bus options will just create more of the current situation. Some people flat out refuse to ride the bus, even if a toll is enacted. I have many friends in this camp. But the gondola option is "sexy" and will absolutely win the snobs over! It's innovative, and we should not shy away from it just because it's new	Louise McGowin	Website
3867	I think one crucial factor to consider when deciding the best alternative to solving the LCC traffic situation and environmental impact is that unless there is a benefit to utilizing the public transit etc. people will not do it unless forced. So, this being said by simply adding buses to the canyon I don't think people will feel compelled to ride them. If the buses have their own lane that lets bus riders bypass any traffic I think this would be great and highly utilized. The main reason I choose to not take the bus is because I almost always carpool so there is no upside to standing on a crowded bus and sitting in the same traffic. The gondola would certainly provide a great upside as it would run constantly and so long as the access to the gondola was expedited it would be effective. If I have to sit in traffic on a bus to get to the gondola I'm not sure how compelled I would be to ride it. Granted the gondola would be faster than slow moving traffic and you wouldn't need to park but the access to the gondola would still need to be an incentivizing thing.	Nicholas Hofmann	Website
3868	I support the gondola project to relieve the canyon from congestion and pollution.	Randall L Romrell	Website
3869	Let's do it if not this let's figure out something	Coulson Tucker	Website
3870	While watching the recording of the Zoom talk, I was surprised by the number of time the presenter talked about tolling on the road as an environmental justice issue. I understand the tolls can be a barrier to access, but how does Millcreek Canyon have a toll? He mentioned there is no other way to get up the canyon and their is currently ski busses in the winter that will stop at other places than resorts if you ask. This is an alternative that Millcreek does not have, but Millcreek Canyon still has a toll. A toll if you have 1 or 2 people in your car could reduce lots of congestion but allow equitable access to the outdoors. A lot of people that drive up by themselves are the resort season pass holders and would be able to pay the toll or take the bus. Building a gondola does not address the environmental justice issue if they are just going to resorts where day tickets and passes are absurdly expensive. If people couldn't pay a small toll for going up the road, do you think they will be paying to ski at Snowbird or Alta? I don't.	Ashley Lodmell	Website
3871	As for the gondola, if it is only stopping at Snowbird and Alta why would the state pay for it at all? If they need the gondola to get people to their resorts, why wouldn't they cover all the costs? I understand that tourism brings money to the state, but in the summer when a lot of people recreate outside there is not the same traffic issue. The snow makes it worse, but there are ways to mitigate that through tolling and busses without major costs.	Joseph Taylor	Website
3872	We need a Gondola!	Beth Armstrong	Email
3873	Why aren't trains being considered? Use existing road and only allow bikes, motorcycles and walking/jogging and force the masses to take a train?? We already have a good system in the valley that can be utilized with existing parking?	Anthony Bruno	Website
	Build the Gondola, Little Cottonwood Canyon is a disaster on weekends and snowy days		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3874	I am a season ski pass holder at Alta and Snowbird. I like the gondola option best but do not want to ride a bus to get to the gondola station. I like the option of parking at the base then taking the gondola straight to the resorts. Since I live in Utah county I also love the option of getting to snowbird via American fork canyon- which would eliminate many vehicles coming from Utah county to salt lake to access the canyon. Thanks!	Steve Sabin	Website
3875	Yes Make improvement	Gary Danisch	Website
3876	go gondola!	WILLIAM MESA	Website
3877	Please vote in favor of the gondola. It is the better choice because it is less expensive, more attractive and will attract visitors to the area.\	Barbara Davis	Email
3878	I plan to ski at Alta for years to come. Although I don't like that the Gondola would take almost an hour to get to Alta from the base, I like that it is has the lowest operating costs and also would help to cut down on emissions from cars and trucks driving up and down the canyon. I assume that you would also have to charge cars that do drive the canyon a fee that is higher than the cost of the gondola to encourage people to use the gondola. I would also suggest that any handicapped skier that uses a wheelchair routinely would be exempted from having to pay the fee or riding the gondola since they have to have special ski equipment. I am thinking of the kind of ski equipment that these people sit in to ski. I am not thinking of anyone who has a handicapped tag in their car since I have know at least a dozen people in the last 10 years that have gotten these and don't need them and do not want to give up these tags because of the benefit they get. I also think that you could use the gondola in the summer as well and advertise it to tourists. I would use it in the summer as well. I usually do several hikes in Alta and Snowbird every summer. And events like Octoberfest would be great if you didn't have to find and pay for parking - although Snowbird might not like it, but they get enough money from that event with what they charge for the beers which is about \$12 last I checked, could be \$15 now, haven't been in a couple of years. Is the Gondola convenient, not really, but it does help to save the environment and our lungs. And may actually save lives as there wouldn't be as many accidents from people driving on the road in icy or snow-packed conditions.	Jean Pfoutz	Website
3879	Enhanced bus services with bus lane	RICHARD Douglas	Website
3880	I would love to see this opinion considering the traffic is horrible	Cash Serdar	Website
3881	the gondola is without a doubt the best solution, both as an extra tourist attraction (who doesn't love gondolas) and the best for the environment	jacob haertel	Website
3882	I am in favor of the Gondola project. I think the amount of traffic in the Canyon and on the approach roads to the Canyon has become unsustainable on the busiest days. I also support the idea that Canyon homeowners be allowed to drive in the Canyon at all times the road is not closed for safety reasons. Thank you!	Kevin O'Rourke	Website
3883	Gondola would be safer during winter and carbon emmissions would be lower!	Michael Worhatch	Website
3884	The Gondola Plus La Caille Base Station seems like the best option.	Maggie Walker	Website
3885	I would like to let you know that I am in support of the Gondola Plus La Caille Base Station. I would like this option to be studied further.	Carlte DiBella	Website
3886	Heading in the right direction with the gondola!	Michael Sweeney	Website
3887	I am in favor of the gondola. I live in the community at the mouth of Little Cottonwood Canyon. I do not want an expansion of Wasatch nor additional buses. It's too much traffic already.	Anastasia Lamb	Website
3888	In support of ways to preserve our mountains and minimize the traffic!	Linda Muhlhauser	Website
3889	Please don't expand the little cottonwood road and wastach Blvd. The gondola option or a rail train up the canyon and no cars is what I would rather see. Like Europe, we need to be smart and preserve the natural beauty of our canyons and the wildlife there.	Lisa Stewart	Website
3890	I support The Gondola Plus La Caille Base Station as a way to get cars out of the canyon and off Wasatch Blvd.	Susan Nowell	Website
3891	vote	CHRISTOPHER PITCHER	Website
3892	I support the gondola with a viable parking plan.	Mark Robinson	Website
3893	I support the enhanced bus service option WITHOUT road widening. Not only is this the cheapest option but will improve travels in the canyon immediately with less carbon footprint. It's a nightmare using the bus currently with its limited hours and would help businesses improve access to the canyon ie. Apres ski	Allyson Armstrong	Website
3894	I have skied at Snowbird/Alta every year since 1995- it is a treasure of great snow and snow starches- however to widen the road & build tunnels as opposed to the tram option seems to me costly and more environ,emntaly abusive. I hope environ,entail concerns, costs, and land management will enter into the decision. The drive up little contonwood canyon is a delight, PLease do not spoil it. Thank you for considering all the aspects of the proposals. Linda s.	Linda Segalini	Website
3895	I'm writing to voice my support for the newly proposed la caille station with gondola. It eliminates the need for widening wasatch Blvd and encroaching on private property in that area. Which could potentially involve imintent domain conflicts. It also would help protect the watershed by taking cars off the road. The chemical compound in brake pads is nasty stuff. It would dramatically improve canyon access and exiting plus be an economic benefit for the area. I imagine it would become a great attraction for local families during the summer months. Also it could potentially improve Utah's chances of landing the winter Olympic again. In addition it is a good public/private infrastructure project. Please consider this option as I think it is much better than those proses in the EIS. How many studies have been done and nothing accomplished? This is a great opportunity to work for the best solution instead of half steps that just shift the problem around.	Travis Bauer	Website
3896	My vote would be for the Enhanced Bus WITH Roadway Widening. Utah has a bad habit of investing in infrastructure with limited foresight (meaning that decisions which are made are only viable for 2-5 years out. Utah is growing faster than most locations, so we need to keep that in context). I think this option is the best option for the foreseeable future. It will allow for the increased peak season capacity and will allow users faster access to our mountains. No one wants to travel from whatever distances they may come from, only to have to board and bus at the Mobility Hub, then get off that bus to board a gondola, ride that gondola for 40+ mins, to finally get to the mountain over an hour later. The point is greater access at a faster pace!	Damon Christensen	Website
3897	PS. the first option (Enhanced Bus)is a waste of time and will result in the need for option 2 or 3 within a few year, if not sooner.	Ian Pradhan	Website
3898	I love the idea of a gondola that goes up the canyon, especially if it is able to run while the road is getting avalanche control work done. The only better thing could be a train line that services the canyons.	Harper Cobb	Website
3899	I'd love to see the Gondola going up LCC.	MARK FREDERICK	Website
3899	As a resident of Greenhills dr at the mouth of the canyon this is clearly the best option regardless of costs.	Todd Graham	Website
3900	Full support	Elisabeth Toft	Website
3901	Please consider the gondola plus	Anna Germanov	Website
3902	I'm supporting the gondola!! Please do it !!!	Amanda Johnson	Website
3903	Yes I support the gondola initiative! This is a great idea on many levels!		
3904	Thank you for the opportunity to provide input on this incredibly important topic. Out of the three options presented, it is my opinion that providing enhanced bus service with no additional roadway capacity is the best option. Adding another lane would have massive impacts on recreation in the area, climbing in particular. The lower capital costs required for the enhanced bus service with no additional roadway capacity would allow flexibility in funding for increasing bus service in the future. This is also the most flexible option that keeps the most users in mind. The ski season is important to serve, but there are many other activities that take place throughout the canyon that should not be sacrificed in order to expand the roadway. A gondola, while perhaps less impactful than additional lanes, would also impact the climbing and hiking experience, and it is an inflexible option that could not be easily modified in the future. This is why I believe enhanced bus service without additional roadway capacity is the best option for all users, the most fiscally responsible option, and the wisest option for the future of LCC. Thank you for your time.	Lara Handwerker	Website
3905	Please do not expand the roads in the Cottonwood Canyons at great expense and irreparable damage to these unique gems. These canyons are truly gifts for the residents of the Wasatch Front and its visitors. Please consider the more prudent option of limiting traffic along the roads with mass transit, fines, etc. Let's fund these for the next decade and modify the implementation with a focus on making it work. This is the cost-effective, prudent option. Thank you.	Chris Morgan	Website
3906	The gondola solution using 3S technology is an absolutely superior option to buses or widening the roadway. My sincere hope is that this solution can be realized. I have ridden lifts using this technology in Whistler and Zermatt and they are the most comfortable way to travel in the mountains, not to mention they are green. The biggest positive impact they have over the long term however is in the types of walkable developments they spur for both visitors and residents alike. People like taking these types of lifts and people will be willing to live in more walkable connected communities without a car if this lift is constructed. This has long-term substantial benefits of keeping Salt Lake City an attractive place to live that keeps up with changing lifestyle preferences and attracts talent to the economy. The 3S gondola is the way to go!	Brian Tyler	Website
3907	Gondola is a smart idea.	Daniel McCooley	Website
3908	I support the gondola!	Kristian Peterson	Website
3909	I support the little cottonwood gondola!	Chris Wadsworth	Website
3910	Build it, but let those who use it, pay for it, not the general public.	KENNETH BOND	Website
3911	This is an amazing idea! We live in Cottonwood Heights, and this would be such a game changer! I think this would be phenomenal for reducing traffic and parking issues up the mountain, and be a much safer way of getting up to Snowbird.	Maddy Smith-Gander	Website
3912	Yes I want a gondola, best thing to solve the huge traffic issue	Erick Russon	Website
3913	Gondola would be so sick!	Abbey Hansen	Website
3914	I support the gondola plus base station alternative for LCC.	Peter Krow	Website
3915	I would like to see a 3-D model of this not a map. Tree clearing and support structures could have a size able impact, not to mention a completely altered look of our canyon if high up in the air. Not enough people use buses now because of the lack of convenience so a system with more buses won't entice people to ride buses to and from the gondolas. Would much rather see a low profile train or dedicated up/down bus lane to show buses are FASTER than cars and outweighs the convenience factor.	Cameron Treat	Website
3916	A gondola is not a solution I would embrace.	Scott Murray	Website
3917	I strongly support the Gondola option for LCC. It is by far the most ecological solution that will keep this canyon clean for future generations.	John Forney	Website
3917	Opposed to Gondola. Period	Tyler Smith	Website
3918	I am a large proponent of establishing a gondola system to cut down on vehicle traffic and pollution emission in little cottonwood canyon	rhonda clark	Website
3919	I would prefer the gondola approach to help alleviate traffic.	Benson Kane	Website
3920	It is time that a sustainable solution is found for the traffic problems that plague LCC. This is such a solution.	John Smith	Website
3921	Just wanting to be another voice in favor of a gondola, and not turning LCC into a highway.		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>1. First, In the broadest of views, not yet getting to the details, the alternatives offered by U-DOT are inadequate to meet the spirit of NEPA (read the introduction to NEPA) or the CEQ regulations for NEPA.</p> <p>The CEQ regulations offer general guidance to agencies in 40 C.F.R. 1508.25, which requires consideration of three types of actions, three types of impacts, and three types of alternatives in determining the scope of an EIS.</p> <p>ACTIONS include (1)Connected, (2)Cumulative, and (3)Similar Actions.</p> <p>IMPACTS may be (1)Direct, (2) Indirect, or (3) Cumulative.</p> <p>ALTERNATIVES include (1)Primary, (2)Secondary, (3)No Action.</p> <p>The action of this LCC-EIS is to plan and execute one of the alternatives to solve transportation problems in LCC. U-DOT is trying to say that only delivery of clients to the ski resorts solves their definition of the transportation problems in LCC. The U-DOT LCC-EIS neglects all the foreseeable connected, cumulative, and similar extant problems or the foreseeable affects that their alternatives will create. Actions such as alterations in parking lots, changes in roadside parking, imposing a fee are all connected and unaddressed actions that NEPA requires to be studied. U-DOT has not addressed the foreseeable impacts of their transportation solution of delivering clients to the resorts such as impacts on trails, vegetation, and wildlife. Everything U-DOT does in LCC, more busses, more pavement, more transportation systems and altered pathways will have year-round, full canyon direct, indirect, or cumulative impacts at the trailheads and parking and cyclists along the length of the roadway. These are not addressed in their alternatives nor in their purpose and goal statement. This negligence is across all three alternatives. Summer season vehicles are transportation and a problem in LCC and these are blatantly rejected as problems in the U-DOT LCC-EIS.</p> <p>U-DOT neglecting connected, cumulative, and similar actions is what paused the Legacy Highway at immense tax payer expense. Let's avoid the delays here.</p> <p>An EIS is required by Congress to be developed by an interdisciplinary team, U-DOT has developed this EIS unilaterally.</p> <p>2. Now a few details quoted from the LCC-EIS. Quotes are in added italics: "P.IV: Table S-1, Alternatives and Options To Be Evaluated in the Draft EIS" In a Draft EIS the preferred alternative must be disclosed, it is not. In a Draft EIS a "No Action" alternative must be studied and discussed at the level of all alternatives, it is not in the LCC-EIS.</p> <p>"b The purpose of the project is to improve winter mobility. Screening criteria did not evaluate the performance of summer service." Winter mobility is not the only transportation issue connected to Little Cottonwood Canyon, all season transportation problems are connected. Therefore, all connected transportation issues must be studied in one EIS. The U-DOT LCC-EIS appears to be segmenting the LCC issues; please look at the CEQ Regulations"</p> <p>1. Connected actions</p> <p>The CEQ regulations require ""connected actions"" to be considered together in a single EIS. See 40 C.F.R. § 1508.25(a)(1) (1984). ""Connected actions"" are defined, in a somewhat redundant fashion, as actions that</p> <p>""(i) Automatically trigger other actions which may require environmental impact statements.</p> <p>(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.</p> <p>(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.""</p> <p>"Winter point-to-point bus service from mobility hub directly to the ski resort"</p> <p>Studying only the point-to-point resort traffic is inadequate to address all the year-round and connected transportation issues and actions needing to be resolved in the LCC-EIS.</p> <p>"Tolling or other management strategies such as no single occupant vehicles during peak periods"</p> <p>Tolling and management strategies are year-round and connected issues that must be studied year-round in an adequate EIS.</p> <p>"Winter gondola service starting at the gondola platform at the entrance of Little Cottonwood Canyon with stops at Snowbird ski resort and Alta ski resort only"</p> <p>Stopping only at commercial ski resorts should be paid for by the ski resorts, not the general public.</p> <p>"The transportation needs in the study area are related primarily to traffic during peak periods, avalanche risk and avalanche control in Little Cottonwood Canyon, multiple roadside users in constrained areas, and anticipated future increases in visitation to Little Cottonwood Canyon as a result of population growth in Utah."</p> <p>This EIS completely misses the hard look required to evaluate the latent demand, people in the valley who currently reduce or curtail their trips to the canyons due to the congestion. This summer's congestion in the local canyons due to of COVID-19 gives us hint of the latent demand for local canyon use. U-DOT is using only future growth in its projections when latent demand might be greater.</p> <p>"Reduced mobility on S.R. 210 near trailheads and at ski areas. Loss of shoulder area for cyclists and pedestrians, which forces them into the roadway travel lane and creates a safety concern. Creation of informal trailheads that contribute to erosion, mineral soil loss, the spread of invasive weeds, watershed degradation, and loss of native vegetation in the canyon. Damage to the pavement along the roadway edge, which causes increased soil erosion, runoff into nearby streams, and watershed degradation"</p> <p>In the U-DOT LCC-EIS, UDOT is recognizing all the above, four season problems but are negligent in addressing the greater traffic that does not involve the ski resorts.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>		
3922		KIRK NICHOLS	Website
3923	Great concept. Will make the area more enjoyable for all.	JOHN MORRISSEY	Website
3924	I support the gondola.	Tim Fuller	Website
3925	I support the Gondola as someone who drives 210 on average 6 days a week year round. https://gondolaworks.com/	Derek Cutler	Website
3926	I vote for the gondola!!!	Andy Lamoreaux	Website
3927	I saw gondola work great in dt Portland OR and other places. It's great solution	Nataliya Bryant	Website
3928	I would support the road widening with enhanced bus traffic. Both Time up and down the canyon should Be considered. Adding An hour per visit to ride a gondola or do very little improvements is too much time based on an average 4-hour visit. If 1/3 of the. Is it is getting there and back it's hardly worth it. Imagine going to watch a 2 hour movie. Do you show up 1/2 hour early and stay 1/2 hour late plus the original travel from wherever you live ? 1 hour in a gondola plus 1/2 hour to drive, park, walk/bus to the gondola is far too much time. Charge users a fee or annual pass to help UDOT defray the cost. It works in Mill Creek and American Fork canyons.	Cameron Treat	Website
3929	My vote is for enhanced bus traffic, NO widening of existing roads, NO gondola please!	Amy Dall	Website
3930	I believe the gondola solution is the best option and the least weather dependent way of getting through the canyon	Pamela Basch	Website
3931	I support the Enhanced Bus option, with roadway widening in the Canyon and snow shed areas to improve safety. I strongly feel buses need their own lane to go past traffic, which will result in more people wanting to ride the bus. The park and ride areas in the valley will be of the utmost importance. I see many issues with the Gondola proposal and am not in support of that option (not to mention emergency evac, maintenance routes/access needed, wind hold/inability to operate, etc.). I also feel the "enhanced bus" without the snow shed and road widening will end up being an ineffective waste of time and money.	Steve Issowits	Website
3932	I support a gondola in Little Cottonwood Canyon to reduce the number of cars driving to the resorts.	Ryan Evans	Website
3933	I propose that UDOT implement the enhanced bus without road widening for LCC. I believe this will help with congestion while utilizing an already established system.	Victoria Williams	Website
3934	Dear Madam or Sir, Little Cottonwood Canyon is a truly wonderful place. I've spent thousands of days playing there. Please save this unique treasure. I support a gondola. Long term it is the best solution I see. Sincerely, Dick Griffin	Dick Griffin	Website
3935	I support the rapid bus system. This must be accompanied by better infrastructure near the mouth of LCC. The gondola is a definite no and not part of a solution.	David Kizer	Website
3936	As a local Utahn, I love the beauty of our state and hope that we can keep it this. Expanding the road up little cottonwood canyon would be an act that directly contradicts this effort. The main attraction for tourists coming to Utah is the outdoors here. It is skiing our fluffy, perfect snow in the winters; it is the beautiful hiking and biking that our mountains offer in the summer. This expansion plan would not only detract from the beauty of LCC, but it would further the negative effects of climate change that will burn our magnificent state to the ground. If we, as Utahns want tourists to keep coming here—those who allow for such a strong economy in our state—then we must act properly. Deciding to build the gondola that goes up the canyon is the only clear and logical option at this point and I hope that you can see this.	Jackson Baglino	Website
3937	Gondola is that best option	Marc Graves	Website
3938	The gondola is the best, cleanest option.	Brittany Rose	Website
3939	We have been skiing the little Cottonwood Canyon and more specifically Alta for 30+ years. We always enjoyed me feel of Alta. I didn't notice much difference in traffic until the introduction Icon and Epic Pass. In my opinion but took so much away from the mountain now is a huge contributor to the traffic problem. Leave the mountain and road as is and do away with those two passes! It has change the culture of the resort and the moutain?	Lucretia Brannon	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3940	I would love this if there was lots of parking at La Caille!!!	Patrick Mikula	Website
3941	I'm totally in support of the Gondola!	Jon Barlow	Website
3942	I believe that increasing buses without adding an additional lane is our best immediate option. However this should include priority access for buses. There should also be larger park and rides and incentives for people to ride the bus.	Anthony Aadland	Website
3943	I do not believe gondolas make sense as a long term solution. I believe increasing buses and potentially widening the shoulder (if there is limited environmental impact) are the way to go.	Kellyn Trummer	Website
3944	Vote for to have a tram to take you up the canyon	Topacio Ramirez	Website
3945	Now is the time to preserve Little Cottonwood Canyon for future generations. More cars, more buses, more lanes and massive concrete tunnels are not the solution to transportation in Little Cottonwood Canyon. The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Amnon Schlegel	Website
3946	As a skier who has stayed at Alta-Snowbird 7-9 times in the past 15 years, I endorse the Gondola plan with the La Caille Base Station. Protecting the Canyon as well as increasing safety and accessibility is paramount to good stewardship of these magnificent canyons and recreation areas. It is the canyons that brings me to Utah and I hope to continue this with my 25-30 other lifetime ski friends who all fly in for our annual week long outings. We split our trips between Park City and Little Cottonwood canyon. Thank you Steve Gilbard	Steve Gilbard	Email
3947	First of all I'd like to say how happy I am of how public the decision making process has been for the solution in the cottonwoods. However, nothing will matter if the wrong decision is made at the conclusion of this debate. My personal opinion is that a gondola is the only real solution that makes sense when thinking long term in this scenario. In considering aspects such as environmental impact, efficiency, footprint, and overall visual appeal I think a gondola would be the best option of those being considered. I understand it may be a higher up front cost, but if you take away from the very thing you are trying to save by adding more asphalt and widening the footprint of the roads, you are only kicking the can down the road. I believe that not only will a gondola be necessary and increased parking at the mouth of the canyon, but also there will eventually need to be a limit on the number of people granted access into the cottonwoods on a daily basis. The area is not getting bigger, but the crowds are. You can't make the problem go away by simply increasing the number of people you can get up the canyon and decreasing the number of cars. Obviously anyone who lives in the area can tell that the population in the SLC area and Utah as a whole is increasing at an alarming rate, as well as skier visits from all over the world. Eventually the cottonwoods will become overwhelmed no matter what solution is decided upon unless the number of people allowed up the canyons is held to a number agreed upon by the resorts operating at full capacity. Thank you for hearing me out on this issue, I'm sure there are many different viewpoints and this is a difficult decision to make, but I hope for the sake of the cottonwoods that the right decision is made.	Andrew Kelley	Website
3948	I would like to voice support for the expanded busing without the lane expansion. Ideally, I would prefer to have the Wasatch Blvd widening continue past the intersection at the mouth of the canyon so buses could have an exclusive lane until after the parking lot.	Kurt Nosack	Website
3949	My backyard is on wasatch blvd. I would love to have a banner on my fence facing wasatch I am so against widening wasatch. I watch cars go up little cottonwood a lot during the winter. I can only count maybe 10 days out of the whole season when traffic is backed up. Anything I can do to help	Robyn Goeller	Website
3950	For 10 consecutive days each winter, we rise earlier and earlier to make the drive up the canyon to Snowbird before heavy traffic. Please build this grand solution!	Lee Garner	Website
3951	Make the cottonwoods toll roads and increase the price on busy days, discount for carpooling, majority of the cars are single occupancy. The gondola is stupid. Where the hell are you going to park a couple thousand cars? When you figure that one out traffic is going to be the same shit show just going to a new location. One US resort went to locals only on weekends, probably not the answer but out of the box thinking needs to happen, the way you're headed isn't going to fix anything.	Brett Antram	Website
3952	Our beautiful valley is so polluted already. Please consider the gondola option! Let's save our ever growing city and keep our green spaces green!	Alayna Nelson	Website
3953	I believe enhanced bus service is the best possible solution. My primary reason for not liking the gondola option is there are no plans to make stops at trail heads or other important areas along the way up the canyon. The gondola would primarily positively impact resort traffic.	Corey Machen	Website
3954	In the mornings prohibit all personal transportation from going up the canyon have enough boxes hang up parking to take everybody up buses only until at least 10 a.m. it to make this work you've got to have buses lined up loading passengers soon as one gets full it heads up these need to continue all morning one right after another until 10. You would have to turn traffic back down the valley at both Kenyans so they didn't jam up the road traffic coming up Wasatch Boulevard would have to be diverted to go down 7200 South traffic coming up 90th would have to be diverted back down 90th floor turned on wasatch and back down to 7200 and then West they wouldn't be allowed to block the roads or Park alongside the roads you need to completely eliminate road side parking in the canyons as long as people think there's a chance they're find a parking spot they're going to come up	Brent Ludlow	Website
3955	I support the development of a gondola system up LLC. This is a proven system that works all over Europe. Let's take what has worked well in other countries and implement it here to save the canyon from having move cars and less parking in the canyon.	Ken Ohlinger	Website
3956	I'm in support of less traffic and CO2 emissions in Little Cottonwood Canyon. Please implement the canyon Gondola plan.	Gerry Halverson	Website
3957	Traffic and parking are a problem. Many people complain that the bus service is to slow and time consuming. Make the bus service quick and efficient and you will eliminate all the traffic.!	mark owens	Website
3958	Sounds like a great idea as long as gondola doesnt intrude on iron blosam views.	MICHAEL RIBERDY	Website
3959	Please consider the Little Cottonwood Gondola - it preserves the LCC wilderness and surround ecosystem and allows the thousands of us skiers and hikers to still enjoy the canyon without dealing with the constant growing traffic. It's a win-win for everyone - let's do it!	Mark Banholzer	Website
3960	Gondola is the Answer for Year-Round Canyon Access Ski Utah is the marketing association charged with promoting Utah's \$1.7B ski and snowboard industry. Our membership consists of over 250 members including resorts, lodging, transportation, retail, restaurants, and other ski and snowboard related businesses. Collectively as an industry, we believe a gondola is the safest, least-polluting, least-impactful, highest-capacity, revenue-generating transportation solution under consideration, and an alternative proposal to move the base station to property next to LaCaille fills in the remaining pieces to the puzzle. Ski Utah, along with the Cottonwood canyon ski resorts, have invested in the utilization of ski buses for decades, however the bus is vulnerable to all of the same weather-related issues that inhibit personal vehicle travel including avalanches, landslides, and traction issues. Cars cannot be the transportation answer in a canyon with 64 avalanche paths and an average of 500 inches of The Greatest Snow on Earth per winter. Recent vehicle travel reductions related to COVID-19 have illustrated the immediate impacts less driving can have on Wasatch Front air quality. Carbon dioxide emissions are reduced by 56% from the gondola running 12 hours a day, as compared to 3,500 cars per day traveling the canyon. The gondola is the only electric option that would reduce the amount of Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC) in the canyon atmosphere. Constructing an additional lane to SR 210 would have major impacts to the environment and water quality. While we do not dispute the safety implications of building snow sheds at three of the major slide paths, that still leaves 61 avalanche paths unmitigated and the construction impact of building massive concrete structures in the canyon. SR 210 operates at the whim of Mother Nature and too often people are stuck for hours trying to get up or down the canyon. Current gondola technology functions in high winds and accommodates large spans that can put towers where there are no avalanche risks. Safe ingress and egress, regardless of weather conditions, is paramount in the solution for Little Cottonwood Canyon transportation. UDOT should give careful consideration to the alternative gondola LaCaille base station proposal featuring a parking structure west of SR 210 that is at grade and includes designated bus circulation between mobility hubs. This proposal would dramatically reduce the amount of private vehicle traffic on Wasatch Blvd and in LCC and the gondola ride up the canyon would be the fastest from this alternate base station. A gondola's lifespan is three times the life span of a bus. The gondola is also the only option that has the opportunity to share capital and maintenance costs through public-private partnerships. In order to preserve this treasured area, both environmentally and recreationally, we must plan for its future use in a sustainable way. Gondola is a long-term transportation solution that is cost-effective, clean, and efficient. It is the best means to provide safe transportation to year-round visitors while having the least physical impact on Little Cottonwood Canyon.	Nathan Rafferty	Website
3961	Save cottonwood canyon!	Tori Thomas	Website
3962	The gondola makes the most sense to me. Moving similar numbers of people without massive road work. Cars could be severely limited and only with x number of people in the car. It would have European appeal a la zermatt.	Scott Hopkins	Website
3963	Don't build more roads!!!	Sicily Romano	Website
3964	I am supportive of the La Caille gondola option, please consider this progressive solution to the LCC traffic crisis.	Elizabeth Bliithner	Website
3965	I love the proposed gondola solution! It's out best option and isn't shortsighted	Aubre Gambin	Website
3966	This would be incredibly beneficial to alleviating the traffic issues involved with LCC. As well as multi layer parking structures and restricted access to the canyon with out a permit or pass of some sort.	Shane Josephs	Website
3967	It appears the study thus far has really not address the "fare" to travel to the ski resorts. If the "fare" is too expensive skiers will travel to BCC or other resorts. Furthermore, I did not find any meaningful discussion on encouraging 3+ carpools up the canyon, sure the word "carpooling" is in the report some six times, but really no discussion on improving it. Lastly, the bus/gondola concept assumes that there is capacity all of the time and no one waits ... but this isn't really the case, and additional que time needs to be added.	Mark Dimond	Website
3968	Yes	Jennifer Radl	Website
3969	The gondola proposal is a great idea. As a Swiss citizen I have seen gondolas in many ski areas in Europe. They are attractive and quiet and clean!	Gabriela Sessions	Website
3970	I support the gondola	Matthew Johnson	Website
3971	I think the gondola is the best option	lucas geerts	Website
3972	Please consider more buying alternatives versus gondolas. It was mass transit that takes parking into account.	Molly swonger	Website
3973	Please approve the gondola.	John Gallagher	Website
3974	I prefer the enhanced bussing option without widening the road. It is more inclusive of non skiers than the gondola because it provides access to many trailheads for hiking. It is also lower impact than building a gondola or widening the road. What makes our canyons so great is that they have wilderness right next to the city. Installing 150 foot towers for the gondola would degrade the wild feel of the canyon, and it would only serve skiers. Please choose the enhanced bussing option to limit the environmental impact and give the widest range of recreation options for users accessing the canyons.	Erin Acker	Website
3975	An alternative to cars and buses traveling in Little Cottonwood Canyon in the winter needs to be studied. The proposed gondola or similar is an important option to consider.	Henry Bisner	Website
3976	I am a resident of Draper. Have lived here for 4 years. Would like to see the enhanced bus service with no additional road capacity be chosen as the alternative transport option as it will have the least environmental impact to our beloved Cottonwood canyons. I'm very opposed to the gondola as I feel it would ruin the beauty of the canyon.	Jennifer Cayabyab	Website
3977	Yes to gondola	Jared Tambaschi	Website
3978	Build the gondola	Boyd Anderson	Website
3979	I support The construction of a gondola up Little Cottonwood Canyon. Traffic in every canyon surrounding the valley is putting far too much pressure on the environment and infrastructure.	Gretchen Perniciele	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
3980	I'm in favor of the bus plan that does NOT require road construction. This is cheapest for tax payers and best for the environment. Win win. The canyon traffic occurs during peak hours for the most part so not allowing personal vehicles during peak times would leave plenty of room for busses to move up and down the canyon freely.	Josh Orwig	Website
3981	I think the gondola is a fantastic solution to the traffic problems in LCC. Can we also add a gondola to BCC?	Adam Marcus	Website
3982	Please approve the utilization of the Gondola Plus Base Station to enhance the immediate and long term travel up and down Little Cottonwood Canyon.	Michael Kutschke	Website
3983	This seems like the best environmental move	Hannah Shelkey	Website
3984	I vote for the gondola	scott patton	Website
3985	Thank you for putting together the option for little cottonwood canyon. However, in my opinion DOT is way off base and not thinking long term. If you going to invest millions or eventually billions of dollars why not think 20 years ahead and develop elevated light rail right now that can be expanded to serve all mountain communities in the region. I know the costs look out of line right now but think of enormous life benefit this provide out state and set apart from other states that rely on outdated car, electric or natural gas busing of even gondolas. Trains stand the test of time and are a proven transportation success all over the world. Innovations make Utah unique...reject these sub standard solutions and embrace the future of Elevated electric trains!	Matthew Galvin	Website
3986	the gondola option is good for traffic and tourism.	Brett Staahl	Website
3987	This is a much needed resolution to the road and traffic problems. A safe effective alternative to preserve the area. With access to Snowbird & Alta. no hazardous driving conditions. Safe travel for the people who work in these areas. Ticket revenue generated to assist in maintenance & safe operation. I support the Gondola program	BRENNY ALCIVAR	Website
3988	Not a fan of the gondola. It will ruin LCC in more way than one. One, it'll be an eye sore. Two, it will turn LCC into an even more crowded place. We have reached maxed capacity multiple times these past few winters. The resorts are already packed. Tracked out within in hour, 45-hour long wait times. The canyon can't hold twice as many people as what it had in it last year. Three, this will lead to further expansion. Gondola = expanding into grizzly/Mary Ellen/elsewhere = one Wasatch = ruined backcountry. The backcountry is growing exponentially, so we need as much land as we can get... not to mention, this does nothing for backcountry skiers! It only hurts them. WIDEN THE ROAD WITH SNOWSHEDS PLEASE!!!! I love LCC and Utah, but this will be the last straw if a gondola is put up the canyon. I love the access to mountains, but will be forced to move it that's the case. Stop trying to overfill LCC, it's crowded enough already.	Mitch McDermott	Website
3989	I support the gondola!	Rachel Nielsen	Website
3990	I would like to strongly advocate for the la caille gondola plan. I believe this can be a big part of the solution to the canyon crowding issue	Cameron Fowler	Website
3991	I am for reducing gridlock up the canyon and for alternative methods like the Gondola to relieve traffic and increase safety in the canyon.	Parker Christiansen	Website
3992	Gondola sounds great!	Victoria Chamberlain	Website
3993	I'm for the gondola. I'm from salt lake and I don't want the road expanded.	Cammie Browning	Website
3994	Gondola sounds like the best option	Troy Hussey	Website
3995	I am in favor of the gondola option	Austin Troya	Website
3996	As a Salt Lake City Resident. I would like to see the Gondola built. Instead of expanded roadways.	Marco Liuzz	Website
3997	I definitely support the gondola option for addressing the traffic problems in LCC. I travel up and down the canyon over 100 times a year, as an avid skier and an owner of a condo in Alta. I dont believe more frequent buses will solve the traffic problems. And I believe the gondola will be an enhancement for the ski tourism industry.	Chris Peterson	Website
3998	I look forward to using a gondola on extreme winter conditions.	Fritz Braun	Website
3999	The reason why we live off Wasatch Blvd is to get away from the hustle & bustle of the valley and to enjoy its beauty and serenity. Making this section of Wasatch wider with more lanes will not fix the problem of ski traffic going up the canyons - it will all still be funneling to the narrow canyon roads. Public transit is the answer. Save not pave.	Sara Gemmill	Website
4000	Gondola with snow sheds	Matt Martinez	Website
4001	Clearly, the Gondola is the best choice	david Peck	Website
4002	Personally, I just drive up really early to avoid the traffic, but I would love to use public transit instead. Currently, I don't use the bus because it also gets stuck in traffic and I get motion sickness on buses for long times in the canyon. A gondola provides fast, quiet service that is SUPPLEMENTAL to the current road which I think is key. If we want people to drive less, we need to give them a comfortable option that doesn't cost much time. I know a lot of NIMBY folks don't want a gondola because it affects the beauty of the canyon, but I couldn't disagree more. I AM an environmentalist, but I don't think a gondola hurts the environment nearly as much as all the cars. The population is growing whether we like it or not. We may as well provide comfortable, clean transportation for us all to enjoy the resorts.	Rick Puccio	Website
4003	Based on the numbers from this site, it looks comparable in price to increasing bus service. Gondolas seem like a win-win. Can we get one for BCC too? I think the gondola solution is the best option for little cottonwood canyon	Edward Zambrano	Website
4004	As a long time (50+ year) user of Little Cottonwood Canyon, Option Two is the best way to address the current excessive use situation for the following reasons: 1) The gondola is not a credible alternative especially during times of COVID. As the climate changes and the amount of snow declines each year, building an obtrusive and underutilized gondola situation will be a waste of tax payer money. 2) The best alternatives build on proven bus technologies which, along with an updated Canyon Tolling system building on the successful ones in Millcreek Canyon and American Fork Canyons will manage traffic more smoothly while allowing intermediate stops for hikers, climbers, bikers, walkers. 3) Of the two bus options, Option #2 is the best because the new travel lane can be used in summer and fall by the hikers, climbers, bikers and walkers. This is really important to allow more private use and make the canyon more accessible for everyone. With the advent of e-bikes, riding the canyon on the dedicated paved road will be a fun alternative for many people who do not dare to take their lives into their hands and ride a bike up the canyon. Just make sure it is wide enough. The canyon is beautiful in the fall and it would be a pleasure to be able to enjoy it along the new path. 4) Snow sheds work great in Switzerland and will work great in Little Cottonwood Canyon if designed and landscaped well. Very unobtrusive and along with upper mountain avalanche control much better than having uncontrolled slides like the recent one just a few years ago. 5) Despite their claims, winter ski resorts are not going to be growing in the future as the climate changes, the snow season gets shorter, costs go up because of fewer days and COVID forces user dispersion. The best Option (#2) focuses on allowing private citizens easier and more secure access to our public lands as the priority versus an under-utilized and obtrusive gondola. 6) Please continue to focus on improving water quality in the canyon by banning any pets and also providing more toilet facilities along with any point source issues in the upper canyon. 7) Considering the massive use of the Cottonwood Canyons, none of the options are really that expensive when measured against actual user days over the next 30+ especially with tolls kicking in towards the cost. I have no problem with paying the Millcreek toll or American Fork toll and I have a Utah State Park pass along with the National Park pass. Investing in outdoor recreation will allow the Utah economy to diversify. At the end of the day what is important is that the Option #2 investment will help more citizens to enjoy the canyon for more days in the year in a more organized way. Thank you.	Craig Wallentine	Website
4005	I strongly approve of this submission!	Gordon Smith-Gander	Website
4006	In favor of adding an electric bus lane that is open (and enforced) during the winter months. Lowest cost, lowest environmental impact. Supports locals and all recreationists. The gondola only serves people going to the resorts.	Blake Nielson	Website
4007	Thank you for your work on this project. There are some things in the plan that I can support, and there are some things that I find unacceptable. First, I strongly oppose adding additional lanes of traffic to Wasatch Blvd. This is a priority. I agree that mobility needs to be improved, but I strongly disagree that adding additional lanes of traffic is the answer. The price of creating more lanes is too great for saving only a few minutes of driving. As the population grows, we need to stop prioritizing individual automobiles and start evaluating better public transit options. I understand that there was a mass transit option evaluated with regards to Wasatch Blvd mobility and there were several factors suggestive against this as a viable option at the time. However, I also think the evaluation only goes to show that we need a more comprehensive public transit system for the entire valley and cannot just look at one corridor on its own. Sifting in traffic on Wasatch Blvd for a few more years is a small price to pay if UDOT would allocate those resources toward better ways for us, myself included as a regular commuter on this section of Wasatch Blvd and LCC skier, to run errands, commute, and go skiing without a car. Second, I like that the gondola option gets people out of their cars, but the proposal of having to take a bus from the transit hub to the gondola is overly complicated. We should try to eliminate barriers to getting people out of their cars rather than create them. The goal should be to create a travel time that is equal to if not faster than the amount of time it takes to get to the ski resorts in a car. Also, for the residents such as myself who live between the transit hub and the gondola loading site, would we need to get in our cars to drive to the transit hub to then get on a bus to then go past our houses to get to the gondola? This hardly makes sense. Third, I appreciate that a cog railway is enormously expensive, but it is also an option that is scalable and can grow with the region over time. Finally, I do appreciate elements such as a widened bike lane along Wasatch Blvd, as I believe there should be one connecting BCC and LCC. I also strongly support a separated/protected pedestrian path along Wasatch Blvd. Overall, I encourage UDOT to improve movement in this area without increasing automobile volumes through this area. Thanks again. I am happy to clarify any thoughts or points and I prefer to be contacted via email.	Theadora Sakata	Website
4008	I support the gondola	Stephen Taylor	Website
4009	Let the gondola happen!!	Connor Allain	Website
4010	Gondola	Alan Ralphs	Website
4011	In commenting in favor of enhanced bus services. I do not support the gondola option as it only benefits tourists and not the locals. Because it doesnt stop at trailheads or other dispersed areas that we all are using the canyon for most of the time. I also do not favor this option because of the impact the construction will have on the environment and the watershed. The problem with these three options is they dont address different user groups in the canyon.	Haley Williams	Website
4012	gondola!	Jay Jones	Website
4013	I am against a gondola going up LCC. Enhanced bus services would serve the community better without further developing the canyon.	Kate Klibansky	Website
4014	The gondola seems like the best option. Fewer cars, less pollution, most reliable.	Christy Lucia	Website
4015	I support the Gondola as long as we can drive a car up to access the backcountry	Cameron Clarke	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4016	I am a lifelong Alta skier, and have enjoyed the beauty of Little Cottonwood Canyon all my life. I support the Gondola plan as a way for people to enjoy the canyon without the traffic and danger of the canyon road. Widening the road would put unnecessary environmental impact on a precious natural space. The gondola would enable people to enjoy the natural beauty of the canyon without disturbing it.	Paige Bennion	Website
4017	Gondola plus La Caille Base Station! Not more buses and cars. Let's create a European-style alternative to the current mess.	William Green	Website
4018	Please stop Wasatch expansion. Gondola's are a great alternative.	Cory Isaac	Website
4019	Do not widen Wasatch Blvd. Provide EXPRESS TRANSIT bus transit solutions. Protect & Preserve our LOCAL neighborhoods and environment. People over ski resort profits.	Monica Zoltanski	Website
4020	I totally support the gondola system. It Would support future generations of use, it makes so much better sense for the environment. It would leave the beautiful canyon alone, the way it deserves to be. Please consider the gondola system your first option. Personally, I could see no problem at all coming from the airport to the base station and taking a gotten a lot. It makes perfect sense.	Sterling Swaim	Website
4021	I support the Gondola option.	Julianne Smoot	Website
4022	I do not feel that the plans for LCC make accomodations for Backcountry users. They seem tailored for resort users.	Daniel Hadley	Website
4023	I support the gondolas plan.	Brittany Ward	Website
4024	Hi. I support the gondola plus la Caille base station solution for the ongoing traffic congestion in Little Cottonwood. Widening the road would have a huge impact on the natural area and watershed, and would only incentivize people to drive their cars up to the resorts, where parking will remain an issue. With the gondola, traffic will be reduced, there will be fewer car accidents in Little Cottonwood, and the environmental impact will be far less. Plus, the gondola will serve as an added attraction for visitors, especially out of town tourists, and will provide a fun and unique canyon experience to differently-abled people who may not be able to use take advantage of all the activities at the resorts.	Kiley Morgan	Website
4025	I am a frequent user of LCC. My wife and I, along with our five children have season passes to Alta and ski there frequently throughout the winter. We have been skiing in LCC for over 20 years and strongly support the gondola solution being studied. We believe this will have the best outcome for visitors, LCC businesses, and the environment. In addition, we believe it to be the most cost effective and reliable solution available. Please pursue the gondola solution.	Rich Bennion	Website
4026	A GONDOLA is the PERFECT solution to LCC transportation!! It is necessary for safety and access to LCC for all. Please put in a Gondola!! We support!!!!!!	Courtney Pena	Website
4027	Gondola	Ty Smith	Website
4028	To Whom it May Concern: I have had an opportunity to review the options for making provisions to get Utahans up and down Little Cottonwood Canyon during high usage peak periods. I am pleased to have had the opportunity to have also reviewed the option of the Lacaille Base Station with Sustainable Gondola System. This seems less invasive and should aid in preserving the beauty of the canyon while reducing auto traffic up and down the canyon. I think this brings an element of fun and diversity to the canyon as well. This also appears to reduce carbon emissions within the area and canyon as well. Please consider this option during your deliberations. Kind Regards, Shane	Shane Minor	Website
4029	Please allow the Gondola up Little Cottonwood Canyon to relieve the traffic	Douglas Brown	Website
4030	Great idea but with Covid right now who knows what happens with our mountains? Whose getting on a gondola? <input type="checkbox"/>	Carol Goodliffe	Website
4031	Gondola is what is best for the environment, traffic, and snowbird and Alta!	Lisa Grau	Website
4032	I support looking at theGondola plus La Caille Base Station option	Arthur Oakes	Website
4033	A gondola is a way better option than adding more buses. Build a parking garage at the gondola station, and add a toll to drive up the Canyon.	Dane Weister	Website
4034	I am in support of increased bus routes, no widening of the road and no gondola. The gondola is a huge investment and doesn't provide any solution to those recreating outside of the 2 ski areas. Numerous trailheads along the road are full year round. The gondola will do nothing to fix this issue. Widening of the road is surely the worst option. Build it and they will come. If you widen the road that will only kick the problem put a few years. We need a solution that will address climate change by decreasing car traffic. It there was a bus departing every 5 minutes with plenty of parking at the park and rides I would always rode the bus.	Aaron Rice	Website
4035	Enhanced Bus services are needed to keep our canyon's as wild as possible.	Zach Hill	Website
4036	I want the gondola!	Bella Lee	Website
4037	As an avid user of both Big and Little Cottonwood Canyons, I have first hand frustrations with traffic issues as well as a persistent desire to continue to explore and play in our wild, undeveloped canyons. The solutions proposed are thoughtful, but have several flaws. The problems: (1) Limited parking at the base of the canyon restricts the potential success of any proposed solution to limit private traffic in the canyon. Without easily accessible locales for parking, any carpool or public transit option is less likely to be used. At the bases of both Big and Little, carpool lots are usually full by 9am on high traffic winter days. Without access to a parking spot, users will not leave their cars to take busses (regardless of increased frequency or decreased transit time with dedicated bus lanes) or a public gondola. (2) Gondola access only supports users at ski resorts. (3) Widening the roadways will have irreversible consequences on the ecosystem, development, and aesthetic of the canyon. Additionally, widening the roads will not alleviate the ever-increasing amount of traffic running through the canyon. This is, at best, a temporary solution to a long-term problem. (4) Any restrictions in Little Cottonwood will pass traffic to Big Cottonwood, which, while not as severe, has its own traffic problems. Proposed Ideas: (1) Tolling a. A driving pass for both Little and Big Cottonwood Canyons. Since changes in one canyon will undoubtedly affect both, let us not postpone addressing the issues that will trickle down. Users of the canyons can purchase a season pass allowing car access into the canyon. To purchase this pass, you must have documentation that your car is 4WD or AWD and has appropriate tires or chains. b. If you do not have a pass, your car must pass tire inspection and you must pay a day use fee, much like Millcreek Canyon. c. To maximize traffic flow, there may be an "easy pass" lane at the base of the canyon abutted to a human operated lane. There should be a fine for cars in the easy pass lane without the appropriate pass, enforced by camera. d. Discounts or complementary passes could be provided to homeowners and employees. Restrictions on vehicles should remain the same. (2) Parking structures at the base of first Little, then Big cottonwood canyon. Additional parking spaces, combined with financial costs to drive independently, will encourage users to utilize carpooling and public transit. (3) Increased public transit (busses), with stops at popular backcountry trailheads and ski resorts. Thank you for your attention to our canyons and outdoor recreation opportunities. -Madison Gravitte	Madison Gravitte	Website
4038	This sounds like far and away the best option! Having the gondola base right at the mouth of the canyon still sounds like a traffic disaster	Jonathan Wegleitner	Website
4039	I'm in favor of the gondola in addition to an improved bus system. This option seem to be less disruptive to LCC and more eco friendly. Not sure if this is economic or possible but would hope that the utilization of the gondola is not deterred by a fee or seasonal cost for users.	Bradford Schaub	Website
4040	Gondola please	Eric Rayner	Website
4041	I support the Gondola Plus La Caille Base Station	Jon Nieporte	Website
4042	I support the Gondola because I don't want Wasatch Blvd and LCC to turn into a 4 lane highway, we need to reduce the traffic in the canyon	Carolyn Wale	Website
4043	Gondola 4 life	Alan Gallegos	Website
4044	We want the gondola option	Julie Trammell	Website
4045	I urge UDOT and local planning committees to opt for greener AND more efficient transportation options like the gondola. The last thing we need is more cars in our canyons. It's a win win for everyone!	Greta Geary	Website
4046	Expanded bus service with priority given to busses is route. Requires minimal additional investment, removes more cars from canyon, reduces emissions. As far as for where to access the bus, on the weekend - local school parking lots can be used? Please no gondola, no tunnel. Thanks!	Max Valdes	Website
4047	Hello, I urge you to chose the option for enhanced bus service. This is the most equitable option and will have the smallest environmental impact. It also protects the canyon from unnecessary and detrimental development (which would likely only benefit those at the top, at the expensive of other taxpayers.) Thanks, Malkie Wall	Malkie Wall	Website
4048	Yes please add a gondola!!!	McCall Davis	Website
4049	I think increased bus service and better parking areas for carpooling is the best longer solution. No gondola please.	Shelby McCashland	Website
4050	The Gondola is by far the safest option and less impactful on the environment in the long run. Traffic congestion has always been a problem. The gondola is a no brainer option for not only safety of the many skiers in the canyon but also convenience.	Spencer Samuelian	Website
4051	This may seem like a massive undertaking but it has too many great benefits to not go forward with this vision to decongest little cottonwood canyon. In terms of car traffic.	Jeff Bardsley	Website
4052	Build the gondola!	Sean Combs	Website
4053	I support the gondola!!	Tanner Johnston	Website
4054	I vote to more closely examine The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd.	Ryan Patano	Website
4055	I support the gondola and lacaille base station over road widening.	Hayden James	Website
4056	I support the gondola option! Best option for the environment, which should be the biggest concern of the project	Alex Budde	Website
4057	I support the gondola and La Caille station proposal	Sheelagh Clarke	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4058	Gondola. Absolutely not!!!!	Sharon Fassler	Email
4059	I love the safety of a gondola, especially on snowy days when the canyon closes.	Nicole Davis	Website
4060	Gondola is a much better idea the widening the roads. It takes you UDOT like 7 months to repair 2 miles of roads anyway	Rees Hoffmann	Website
4061	I support the gondola with a La Caille base option	Richard Morehouse	Website
4062	Please look at the Gondola Plus La Caille Base Station for a solution to the little cottonwood canyon traffic issues. It is a better solution in all ways.	Koby Curtis	Website
4063	If you look into the Canyons ski area , they have a smaller version that accesses the mtn. up and down. Many days the skiers are stranded on line to get into the transporter. DO NOT THINK THIS IS THE ANSWER!	penny davis	Website
4064	Literally no one wants to be put on a jammed packed bus with a bunch of other people to take a miserable 9 mile drive up the canyon. Gondola or hyperloop please.	Nick Pappas	Website
4065	I'm a fan of the gondola. Keep it clean.	christian hansen	Website
4066	I 100% support the Gondola.	Marquet Call	Website
4067	We need this!	Cole Martin	Website
4068	Yup	Martin Kane	Website
4069	Private bus lane with stops at all the major trailheads. Snow sheds would be good to keep canyon open more.	Chris Stowe	Website
4070	This is such an amazing way to preserve our canyons and cut down on traffic and pollution.	Kristi Colobella	Website
4071	Let's do this!	Howard Wright	Website
4072	As far as I'm concerned, this is only in a position to save the resorts. There's no thought to backcountry or let alone the mountain itself. If canyons continue to be congested then so be it. Resorts should learn to limit their ticket sales daily and season passport sales as well to keep from this congestion. Powder mountain is a prime example of this and they thrive by having that policy of limiting sales per day. Never too many people = no congestion. The resorts take advantage of how many people are touring out here now whilst still underpaying their employees and telling UDOT their needs of a wider road to benefit them.	Madi Tracey	Website
4073	I like the Gondola option	Blair Monell	Website
4074	The gondola option would be the only way o start going back to that canyon	Cameron Tanner	Website
4075	Stop ruining the nature! Gondola is nature friendly!	Yulia Koptlyug	Website
4076	Save Little Cottonwood canyon	Sharon Poulsen	Website
4077	I support the Gondola - it provides the best long term sustainable solution.	Travis Owen	Website
4078	I'm from Ohio and I thoroughly enjoy visiting Utah to ski both Alta and Snowbird. However, the journey up/down SR 210 to arrive at/depart from either resort is enough of a detraction on some days to persuade me to ski at other resorts. I support the Gondola Plus the La Caille Base Station as a method to reduce the amount of traffic in the area. Thank you.	Mark Susi	Website
4079	Whatever is done, as a matter of hierarchy, inter-canyon trailhead connections and improvements should be the initial focus amid the ongoing planning. The potential to reduce the need for the proposed major infrastructure improvements is a very real outcome of such a focus. Please consider!!!	Ezra Nielsen	Website
4080	Gondola	Thayne Macarille	Website
4081	I strongly support the addition of a gondola up the canyon. -Strong supporter-	Abigail H Hatch	Website
4082	Design and engineer the two miles as a street. 35 mph. Neighborly and arrival feeling.	James Hutchins	Website
4083	I support the gondola plus LaCaille Base station proposal	Kay Vogelsang	Website
4084	yes to the gondola base station	Curtis Sigoda	Website
4085	I support the Gondola plus La Caille base station option. The gondola needs to go all the way to La Caille base station to make it the optimal transport option between Salt Lake City, Snowbird and Alta. Not enough drivers would be incentivized if they have to take a bus to get to the gondola station since travel time would be longer than driving, let alone the inconvenience of having to load and unload twice which can be a direct deal breaker for families. Widening the road or adding bus services will only produce limited results because snow conditions on the road and in the canyon can still prevent/limit access thus resulting in congestion even with added lanes and buses. The canyon is in an avalanche prone area and with snow cover becoming increasingly unstable with climate change, avalanche control may become more difficult. Also, more buses does not help families with very young children who need to carry a lot with them. It's easy on the gondola, it's a lot trickier on a bus for a long period of time too. Therefore, the gondola plus the proposed La Caille base station is the optimal choice for little cottonwood canyon. Thank you	Eric Vincent	Website
4086	Love the gondola option. I hate being in the car.	Jake Cohen	Website
4087	I support the Gondola plus La Caille base station option. The gondola needs to go all the way to La Caille base station to make it the optimal transport option between Salt Lake City, Snowbird and Alta. Not enough drivers would be incentivized if they have to take a bus to get to the gondola station since travel time would be longer than driving, let alone the inconvenience of having to load and unload twice which can be a direct deal breaker for families. Widening the road or adding bus services will only produce limited results because snow conditions on the road and in the canyon can still prevent/limit access thus resulting in congestion even with added lanes and buses. The canyon is in an avalanche prone area and with snow cover becoming increasingly unstable with climate change, avalanche control may become more difficult. Also, more buses does not help families with very young children who need to carry a lot with them. It's easy on the gondola, it's a lot trickier on a bus for a long period of time too. Therefore, the gondola plus La Caille base station is the optimal solution for little cottonwood canyon.	Eric Vincent	Website
4088	The gondola plus is by far the most logical and reasonable option for many reasons.	Patrick Lundin	Website
4089	I support the Gondola plus La Caille base station option. The gondola needs to go all the way to La Caille base station to make it the optimal transport option between Salt Lake City, Snowbird and Alta. Not enough drivers would be incentivized if they have to take a bus to get to the gondola station since travel time would be longer than driving, let alone the inconvenience of having to load and unload twice which can be an automatic deal breaker for families. Widening the road or adding bus services will only produce limited results because snow conditions on the road and in the canyon can still prevent/limit access thus resulting in congestion even with added lanes and buses. The canyon is in an avalanche prone area and with snow cover becoming increasingly unstable with climate change, avalanche control may become more difficult. Also, more buses does not help families with very young children who need to carry a lot with them. It's easy on the gondola, it's a lot trickier on a bus for a long period of time too.	Eric Vincent	Website
4090	Definitely Gondola + La Caille base station	Parker Higgins	Website
4091	A gondola with thoughtful access for backcountry recreation to me makes the most sense and avoids the most congestion and potential safety hazards.	Matt Wells	Website
4092	The gondola would be an excellent choice for one big reason. It will be moving almost all the time. It also would add value to little cottonwood canyon. The longest gondola in the world.	Noah Bodnar	Website
4093	One other thought: this concept of bussing people from BCC to the mouth of LCC does absolutely nothing for anyone who lives south of BCC. Right now, I can get to Snowbird in 25 minutes. Under your ideal scenario it will take me an hour because I will have to drive past LCC to BCC, only to get bussed back. How is that an improvement? Wait for a bus, wait for a gondola, why don't you build the parking next to the gondola terminal so I don't have to wait in two lines?	Peter Cullen	Website
4094	Gondola plus is the best option imo	John Bosshard	Website
4095	I vote for the gondola.	Ariel Eiftman-Hanson	Website
4096	I support the gondola solution for Little Cottonwood Canyon	Aeolyn Gwynne	Website
4097	Please build a gondola and leave the road alone. Save us from the pollution that you would bring with more roads. PLEASE do the innovative and safe option to clear cars out of our beautiful canyons.	Clara Bachman	Website
4098	More buses isn't a long term solution. Nothing is going to work unless it's convenient. The two parking structures at the base of little need to be turned into one gigantic parking structure going over the road. Then a train or gondola can work. Without convenient parking nothing will be effective.	Chris Lambert	Website
4099	Who came up with these ideas? None of these make any sense. Get some decent bus service, more frequency, more routes and you solve the congestion problems. Many people, like our family would love to take the bus, even if it's just to avoid UDOTs vandalism to our car, but that's just not an option when you have to wait 2+ hrs to get on a bus. Have 10+ lines from different areas of The Valley, buses every 5 min and require snow tires (mountain snowflake symbol, not MS) for all cars driving up the canyon. That's all it would take to solve the problem and you can avoid this giant waste of taxpayer money. But I'm sure the people who decide on this are way too excited to spend other people's money to consider any common sense solutions. You are welcome.	Lukas Gruber	Website
4100	Gondola plus La Caille Base!!! Yes please!!!! Please? Pretty please :)	Lara Brewer	Website
4101	A gondola option that goes from the base of the canyon is the best way to get people to ride. If you have to take a bus and then transfer halfway up, there is little incentive to get off the bus.	Josh Cates	Website
4102	Has a train been studied? The train could tunnel underground for the majority of the trip but is much better suited for large crowds and would allow for more stops. Examples such as Zermatt and Wengen.	Davis Anderson	Website
4103	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. I strongly believe the GONDOLA is the best option of the three proposals. The advantages I see are: The smallest footprint and least impact to the environment Alleviate danger and frustration of driving up and down snowy / icy canyon roads Being above the road, Avalanche would not be a safety concern Less exhaust pollution from cars and busses CLEANER- less road pollution from salt and automobile chemicals. Would actually be a FUN experience for visitors I feel it's Critical to the success of a Gondola to have PARKING AT THE GONDOLA BASE STATION rather than requiring users to park at a distant lot and bus to the gondola station. Parking at the base and boarding the Gondola would give the feeling of "Already Being There" Considering time for the 3 options this makes it feel the quickest! A FUN SCENIC RIDE UP THE CANYON TO START YOUR DAY IN THE MOUNTAINS !	Mark Barone	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4104	I completely support the Gondola PLUS La Caille Base Station. We need a long term solution that removes the need for cars and buses to travel into the canyon.	George Blunt	Website
4105	Please expand bus service up LCC. A gondola is not the right option, it won't serve the trailheads and it will mean a huge amount of disruptive construction. Increased bus service will serve a broad swath of the population with minimal disruption and development of LCC, and the lack of development is what makes this place special. No road expansion, no gondola—please increase bus service.	Blair Williams	Website
4106	The Gondola idea seems like a great solution to the traffic jams and pollution caused by all the cars going up and down the canyon every day. Would solve a lot of the parking issues as long as there was ample parking in the valley. I think its a great idea.	Peter LeFebvre	Website
4107	I'm a visitor from Germany. Please don't make the same mistake as Germany and Austria and build a gondola. Enhance your bus service and make it for free, leave the road as it is, put expensive tolls on the road and create a bigger parking lot at the base for bus users or carpools!	Andreas Thiele	Website
4108	We need to preserve the nature of the canyon. Any widening of the road will ruin our canyon. I believe a gondola will help achieve both preserving beauty and accommodating large crowds at the resorts.	Creed Walker	Website
4109	Little cottonwood does not need more cars going up and down adding to pollution. I think a gondola / tram idea is much better.	Kip Sharpe	Website
4110	I believe the gondola is a much better option for little cottonwood canyon.	Tom Bateman	Website
4111	The gondola is the only way to go!	Les Gingell	Website
4112	This is the perfect solution	Dave DiRocco	Website
4113	I support more busses without building an extra lane.	Sarah Malyn	Website
4114	More buses does not solve the LCC road problems. Don't widen the roads and cause only more congestion in the canyon. Vote for the gondola works project and save LCC. Please.	Ali Fluke	Website
4115	I support the Gondola plus La Caille base station option.	Cydney Rollins	Website
4116	The gondola does nothing to resolve congestion at the mouth of the canyon and still traps the local residents in. Getting buses to the gondola adds congestion as would a gondola parking structure. If people are already on buses with their gear, its much more efficient to just take them straight up the canyon on buses from 2 hubs and add the extra lane to accommodate 2 lanes up in the AM and 2 down in the PM with an express bus lane. The most important oversight in all of this, and one that would determine the solutions and resolve most of these issues, is to agree on canyon carrying capacity! The ski resorts, who are the only ones who benefit from putting more skiers up there than they can handle, are the only ones opposed to carrying capacity. They apparently have no problems sacrificing the canyon to get gondolas full of people up there on a big snow day when they can't even get the resorts open. Electronic tolls can also count vehicles and cut it off at an agreed upon number, thereby saving our canyon experience and managing parking congestion in one fell swoop, regardless of the population growth in the valley and these options to resolve it. Thank you	Douglas Vogeler	Website
4117	Anything except more busses	Jordan Davis	Website
4118	I am a resident of Cottonwood Heights living along Wasatch Boulevard and I am writing to protest all of the plans that include a 5 lane expansion of Wasatch. I am protesting the expansion because of the damage that it will inflict on the existing lives of the people who live along Wasatch. I am already suffering horribly from the current noise and pollution levels generated from Wasatch. I fear that with an expansion I will never be able to enjoy my garden or yard again. Of course my property value will only go down with an expansion. Who would want property where you have to live inside your home all the time because the conditions outside are untenable. That would be the environment created by an expansion. You must listen to the residents' wishes. Please do not use my tax dollars to degrade the quality of my life and others in my neighborhood and to support two ski resorts that only benefit skiers. There must be a better approach to the problem of getting more people up the canyon. Plus whatever happened to the option of doing nothing? Thank you for taking the time to read this.	Pauline Reisner	Website
4119	I would like to submit my support of the enhanced bus with no additional lane widening plan. I believe the use of current resources (bus system) is the most sound long-term investment with the least impact to already-stressed natural resources in the canyon. At the current pace of technological advances, our bus systems will be operating with very low environmental impacts. A robust bus system also provides further employment options for citizens. Thank you!	Michael Bodrero	Website
4120	I would like to vote for alternative #2.	Ian Mason	Website
4121	I support the gondola plus lucky base station option	Scott Sanders	Website
4122	Yes, build the gondola!	ben Olson	Website
4123	I would be in favor of widening canyon road, adding more bus service. The extra lane could be used in the 'off season' as a dedicated cycling/running lane.	Gretchen Erb	Website
4124	I live near the mouth of Big Cottonwood, and hike and bike in LCC. I don't believe tax payers should bear huge financial and environmental costs for the benefit of the ski industry. I favor buses in the canyon. I don't favor a gondola, which can't move people fast enough to fix the ski season traffic problem. Unless busing is required for those coming to the canyon, there will be nowhere to put their cars. I don't favor widening Wasatch by more than one "swing" lane.	Charles Ayers	Website
4125	Don't touch the road!	Declan Murray	Website
4126	Let's move forward with a viable public transportation option.	Benjamin Hanson	Website
4127	Please build the gondola	Deron Parcell	Website
4128	I support saving little cottonwood!	Morgan Macmillan	Website
4129	I think the Gondola is the best option.	Jordan Salisbury	Website
4130	Please build the gondola!	Jeff Beck	Website
4131	Vote YES for gondola	Greg Sherry	Website
4132	Totally against any tolls! Look around, toll canyons are so poorly kept. AF canyon, millcreek... beautiful canyons horribly maintained. Tolls Precede neglect and mismanagement. Please consider plans that enhanced safety to cyclists the other 8 months the year and not just focus on the short winter sports season. Expanded roads, dedicated lanes.... then get those busses out of there so bikes can use them the rest of the year.	William Erb	Website
4133	I support the gondola. I do not support widening Wasatch Blvd.	Lori Stahler	Website
4134	Gondola	Leon Tong	Website
4135	I support the gondola plan.	Lori Stahler	Website
4136	Gondola is the progressive and objectively better option here. As a skier, a CH resident, and an advocate for the environment, I would hate to see money spent on widening the road. I'd personally rather take a gondola than a bus, I'm sure I'm not the only one.	Remy Russell	Website
4137	Enhanced bus is the way to go: less cost, less environmental impact, more diverse communities served, more dispersed visitors possible. Thank you.	Eric Larson	Website
4138	Keep the Gondola!	Jacob Davis	Website
4139	Completely agree with this proposal.	Glen Yates	Website
4140	I am in support of building a gondala up Little Cottonwood Canyon. Need to decrease the traffic in our canyons.	Amanda Doyle	Website
4141	Agree with this	Alma Yates	Website
4142	I am supporting the gondola option	Ron Jenkins	Website
4143	I fully support the gondola because it is the best option for transit! It decreases the negative effects of traveling up to the mountains and would be so much better than the current system or widening the road!	Erin Carroll	Website
4144	Save our natural spaces with less traffic and more public transportation alternatives. I fully support the concept of a gondola system or continued exploration of ideas along those lines. Thank you very much!	Royce Wesley	Website
4145	I support the Gondola option over widening the road	Yash Dalal	Website
4146	I support the gondola... you should post a petition.	Angela Wright	Website
4147	We need to keep the canyon in tact and keep the environment healthy. This is a great solution.	Mara Murphy	Website
4148	A gondola would be way better for the environment cmon spend the extra chedda to save the earth someone's gotta do it and it's not gonna be China so we gotta start here to set a good example and stuff u know boss??	Andy Barry	Website
4149	Reduce traffic and reduce emissions! A win-win!	Ary Faraji	Website
4150	I love the gondola proposal! My family has been coming to Snowbird before I was born (I am in my late 20's) and spends a couple weeks at the lodge. I know for a fact we would use this every time we visited the canyon. We regularly ski and attend Octoberfest and watch the amount of vehicles crowd the parking lots and streets. I LOVE the base idea and think this is the best option. This would be an efficient, clean, and fun addition to this AMAZING canyon. This reminds me of telluride and what a fun place that is to visit. Thanks for considering this option!	Alan Walker	Website
4151	Either limiting daily traffic up the canyon to what the road capacity can currently handle, or the Gondola option are the only two options I would favor. No to gondola! No to wider roads, perhaps some passing/ or bus lane only for morning uphill for afternoon rush downhill, we need more buses running specially in the early morning 7am and 7:10,7:15am, 7am bus is always packed w employees no room for others to sit, not many buses til 7:30 and that one is always full, not going to take a bus if I have to stand w boots and gear w me, more parking at mouth of canyons.	Paul Phipps	Website
4152	4x4 chains only vehicles restrictions for the whole d nation of winter Months nov-April not only snowy days, and don't take restrictions off during day when days have a chance for snow many days last year I noticed restrictions taken off mid day and later in day it was snowing. Not practical for outbound traffic. Too many slide offs making canyon have to shut down not a smart move specially given every year we have more cars in canyon, & many drivers with no experience driving in winter conditions, almost got hit by car driving too fast on a cold day, he hit black ice started to swerved into new my lane. Always have cops checking vehicles tires tread since early morning. More cops in canyons, so drivers will slow down, Tom many moose getting killed last few years.	Gandhi Zapata	Website
4153	We have already had enough crap in 2020 don't ruin little cottonwood canyon	Britney Walker	Website
4154	Out of all the options available for consideration, OUR FAMILY SUPPORTS THE GONDOLA PLUS LA CAILLE BASE STATION CONCEPT. Our primary reasoning behind this is that it's the only plan that does not include the widening of Wasatch Blvd. WE DO NOT SUPPORT THE UDOT GONDOLA CONCEPT, AS IT INCLUDES WIDENING OF WASATCH BLVD AS PART OF THE PLAN. To be honest, we feel the smartest solution to minimize developer greed and community degradation is increased bussing and/or the extra lane/snowsheds in the Canyon, with parking structures at the gravel pit and 94th and Highland. Unfortunately both of these UDOT plans include the widening of Wasatch Blvd, which as a local in the foothills between LCC and BCC, we find completely unacceptable, a guaranteed negative outcome, opening the door to continued manipulation and abuse by developers, making them money at the expense of our community aesthetic. We would like to note that all of these solutions are only needed about 30 to 40 days a year. The vast majority of the year there are no problems and no "solutions" necessary. With that in mind, why not keep Wasatch Blvd as is, keep gondola poles and scaring out of LCC, and simply integrate a more thoughtful and efficient bus and parking system? We are disappointed that a concept that prevents both widening of Wasatch Blvd and towers and ground destruction within the Canyon is not available. As a result our default comment/vote is: SUPPORT THE GONDOLA PLUS LA CAILLE BASE STATION CONCEPT.	Jim Fairchild	Website
4155	I fly in to skii at SLC 3 times every season, would love to have a Gondola ride up instead of driving up the Canyon road. It sounds like a more sustainable long term solution.	Vivien Wong	Website
4156	No more roads in Little Cottonwood Canyon. I support the high-capacity, sustainable gondola PLUS the proposed LA CAILLE BASE STATION.	Peter Lukens	Website
4157	We support the gondola	Bradley Smith	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4158	<p>I was born and raised in the Wasatch, and I like to think that experiencing its wilderness has shaped who I am today. However, in recent years it has become clear that there is far more effort going in to pumping as many people as possible in to our canyons, instead of protecting them (as well as our watersheds). What has been proposed here are three problems that terrible quite frankly. They are designed to put more money in the pockets of IKON and EPIC, and are not at all concerned with the preservation of wilderness or the interests of those who patronize the canyons. Although traffic is undeniably bad, looking at the road as the only way to fix it is frankly ignorant. There are reasons why people don't take advantage of busses more; it's because the transit system is terrible. If this money were invested into having more busses that could have a broader reach across the valley it would actually decrease traffic instead of simply moving the congestion to the mouth of the canyon.</p> <p>The thought of a gondola going up the Little Cottonwood Canyon makes me want to f****ing throw up. If you can't see the inherent problems with this, then maybe you should not be involved with a project that has the potential to cause so much damage. There is a immense value to preserved wilderness that you simply can't place a price tag on, although this is clearly all Utah legislators care about.</p> <p>In conclusion, all three of these options are terrible, and the gondola is uniquely insulting to the people of Utah. Don't waste money on "road enhancement" projects, give the money to UTA to employ strategies that encourage canyon users to ditch their cars (and not all at the mouth of the canyonist). I beg you to listen to the comments of concerned citizens.</p>	Zach Coury	Website
4159	<p>The La Caille base station proposal should be included in the next stage EIS. While people might use a gondola over private vehicles, I can't see any way they would do that if they have to take a shuttle base to the gondola base. Batch process transport (shuttles, gondola etc) is difficult but putting two batch processes in series is more than twice as bad. Please continue to study the gondola - the reduction in vehicle emissions over busses could be very valuable - but please consider the alternative La Caille base station also.</p> <p>Thanks</p> <p>Dear UDOT,</p>	Tim Renwick	Website
4160	<p>First and foremost, thank you for your work in all aspects of this project. There's no question that UTA is changing before our eyes and a sustainable long-term solution to traffic in LCC must be decided upon soon. Also- big shout out to UTA, USDA Forest Service, and Snowbird and Alta in all working together to make something sustainable happen for the long term. I have spent many hours researching this topic and need to spend many more. I am not yet ready to say the gondola is the solution; however, I am confident saying that road-widening is not the solution. If SR-210 were to be widened, I believe it would promote future use of personal vehicles into the canyon, which is not the sustainable long-term answer. However, I still have many questions regarding the gondola. My first concern is how high the environmental impact on the canyon would be (it sounds low if it were to be an electric gondola). Second, if it were to take away from the natural beauty of the canyon. Sure, Gondola Works and La Caille are promoting rendering that it would be painted a beautiful color to "blend in" with the canyon, but how realistic is this? Maybe the impact to the beauty of the canyon wouldn't be as much as I'm imagining, but I wanted to voice this concern. It would be difficult to tell until built. Third, Snowbird stated in their letter of support for the gondola that "Park n Ride lots have historically paid for the UTA ski bus fares of employees and season passholders". I hope I'm reading this correctly as I give credit to what Snowbird and UTA figured out that my bus fare has been included in previous season passes; they go on to say "we envision a similar funding model if a gondola were to go into place". Excellent if I'm reading that correctly in that the gondola ride could be included in a season pass price. But what about the price to park at La Caille? I very well could have missed this, but I have not seen any parking quotes to park at that enormous structure at La Caille. In the UDOT report, it mentions gondola riders would park at a mobility hub, then take the 13-minute bus ride to the gondola. With that being said, I'd be more apt to just stay on a bus up the canyon (if there are more electric buses/ less impact on the environment). Again, I could have missed this, but it was only in separate reports that I saw the option to park at La Caille for the gondola- I'd only imagine they'd charge a pricey amount to park there. With all this being said and the unknowns on my end, alternative "one": enhanced bus service would get my current vote (if there are additional environmentally friendly buses). A few ideas around this: not as much of an eyesore that a gondola would bring to the canyon. No additional canyon road widening (I understand Wasatch Blvd. would still be widened under this option). Priority to buses on Wasatch Blvd and tolling to shy people away from driving up in their cars. This next point might not be realistic- but on huge storm nights (when UDOT puts out the statement that they are blasting until 8am) could a statement also be put out that it will be buses only/ no personal vehicles until noon the following day? (outside of emergency vehicles, workers, canyon homeowners, etc.) and include a statement saying people in personal vehicles can't line up until noon? We all know that in addition to the wet, avalanche prone snow (last year) that caused such large slides, one of the biggest reasons for such crazy traffic the last few years is that we hear the canyon is closed until 8am, but people start to line up at 5am, which backs things up through 9am (or later) by the time things start moving. I am all about getting up super early on pow days, but the reward would be close parking to the bus then enjoying a ride up from UTA on a nice early bus. I might regret that idea, but it could seriously help with the traffic. Side note- UDOT and UTA did an amazing job last year, you women and men rock! My last point- Snowbird and Alta have such an incredible service in their skiing- mostly due to the geological magic that is LCC. I'm sure they are sick of hearing this, but they seriously need to consider removing themselves from the multi-resort pass. To my understanding, Ikon financials are private. As an Ikon holder last year, my girlfriend and I are going back and buying an Alta/Bird this year (and we still would have even if it didn't include an Ikon base pass). The skiing is that much better in LCC. I can only imagine they make a boat-load by being a part of the Ikon; and maybe I'm way off, but it's such a legendary place that I imagine strong revenue could still be generated by selling day tickets for those whom really wanted to ski in LCC. Again, maybe I'm way off, but their seems to be so much loyalty from LCC resort skiers- in many forums, I have read numerous comments that passholders would be willing to pay more if they weren't apart of the multi-resort pass. I'd hate to see that type of loyalty go away. I'd also hate to see the proposed gondola turn LCC into any more of a Disneyworld than it already has started to (when the gondola becomes just as much as an amusement ride as it is a solution to traffic); Utah can still benefit from the tourism dollars from those type of visitors, they really enjoy Park City. Thank you for hearing me out. This will be my 8th full year here (I can only imagine what the people who have lived here for 30+ years say about us; but hey, I was here before Ikon and don't worry, was coming here anyways before I knew Epic had arrived that same year- when they operated the Canyons, previous to the combination with PCMR). I love skiing LCC (I celebrated my 150th day of the season today at Alta) and I love Utah and look forward to a sustainable solution. Thank you again for all of your work. Sincerely, Michael Jablonski</p>	Michael Jablonski	Website
4161	<p>Please decrease the speed limit on Wasatch Blvd. Please do not widen Wasatch Blvd.</p> <p>Widening Wasatch Blvd will increase pollution and disrupt a family neighborhood, while benefiting only a few businesses.</p> <p>The presence of more and higher speed cars in our neighborhoods makes it harder and harder for people to connect with each other and is driving an epidemic of loneliness. We need slower speeds and fewer cars in order to be able to connect with real human beings.</p> <p>More cars in the canyon benefits the owners of a few ski resorts at the top of the canyon. Please don't increase the power of a few individuals over the needs of our entire community.</p> <p>More cars at the mouth of the canyon and in the canyon means more idling and more pollution. Pollution is easy to ignore but unless we - you and me - actually make other choices, our air and world will grow increasingly worse. That's why I'm taking the time to write and comment.</p> <p>Don't use road-building when there are other alternatives. Other alternatives exist that do not destroy our community. A valley-wide transit program is a much better overall option. Mass transit does work.</p>	Carrie Akston	Website
4162	<p>I feel that UDOT's proposed zero emission, high-capacity, sustainable gondola PLUS the proposed LA CAILLE BASE STATION is the best option for Little Cottonwood Canyon.</p>	Jake Neerings	Website
4163	<p>I believe that Save Our Canyons has made a significant contribution toward helping relieve traffic congestion in our Cottonwood Canyons, in particular Little Cottonwood Canyon, and at the same time protecting the environment, the watershed, and the natural beauty of our canyons by proposing more use of dedicated UTA busing to the resorts from convenient hubs around the valley, for the majority of the people wanting to visit our Cottonwood Canyons. This makes so much more economic and environmental sense to me than gondolas, snow sheds, widening roads, ad nauseum! Concerned Utah citizens and taxpayers should have a say in such matters, not just developers or businesses or the state all trying to increase their slice of the economic pie at the irreparable expense of the beauty, integrity, and health of our Cottonwood Canyons! I am adamantly opposed to UDOT's EIS and reject their opposition and close mindedness to Save Our Canyons' and other like-minded conservation groups' thoughtful, viable, and sound alternative proposals!</p>	Janet Gillette	Website
4164	<p>The gondola is zero emissions. Let's not add to the air quality problem</p>	Kyle Kranz	Website
4165	<p>TRAINS ARE THE SOLUTION! Speaking as someone with lifelong experience with Little Cottonwood Canyon, someone who has seen the massive increase in traffic over the past few years alone. I submit that the proposed alternatives WILL NOT BE ENOUGH TO SOLVE THE PROBLEM LONG TERM! People will wait 2-3 times longer to go up the canyon if they have the option to drive their own vehicle, rendering upgraded buses obsolete from the start. Do not waste taxpayer money on an upgraded bus system of any kind that WILL FAIL IMMEDIATELY. The gondola is a better alternative and may ease congestion in the canyon for a time, but population growth and economic prosperity in Utah, along with the option to continue driving and parking in the canyon will render the gondola obsolete as well. If we're going to invest hundreds of millions (if not billions) of taxpayer dollars into this project, we need a long term solution that will be effective now and for the future. TRAINS ARE THE ANSWER! Keep the La Caille Base Station similar to what has been proposed as part of the gondola plan, but instead of a gondola that transports a small number of people slowly, I propose a train that follows a similar route and is the only option for entering and exiting the canyon, apart from service vehicles. Tunnel under avalanche danger areas if we must and transport people up and down the canyon in large numbers. The train will be a large investment upfront, but offers the best long term solution to a problem that will only grow worse. I plead, do not move forward with any of the proposed plans and consider drafting a new proposal for a train. If anything, look at the transportation infrastructure in Switzerland. There are entire towns that are only accessible by train and the system works efficiently on a much larger scale. Please consider before moving forward on any plan that will waste taxpayer money and do little to nothing to solve a huge problem for Utahns!</p>	Benjamin Randle	Website
4166	<p>Please study the feasibility of the gondola plus La Caille plan.</p>	Milton Witt	Website
4167	<p>I fully support the Gondola with the Caille base station option for reducing traffic into Little Cottonwood Canyon. My son and I are both pass holders at Snowbird and really support this option</p>	Bryan Loll	Website
4168	<p>Remember to commercialize the transportation hubs in the Valley. Make it more than a parking structure - hotel, restaurant. Think about a long term plan to connect Park City and Big Cottonwood Canyon. Think year-round activities, think big.</p>	J Rowland	Website
4169	<p>I love this concept of the gondola and large parking station near La Caille. Let's make this a reality!</p>	Jennifer Whitehead	Website
4170	<p>I am in favor of the gondola as part of a long term strategy to help reduce traffic and decrease emissions in LCC.</p>	Harry Herzig	Website
4171	<p>I support the Gondola plus La Caille base station</p>	Todd Wiadrowski	Website
4172	<p>i strongly support the gondola. as a physician who owns a property on wasatch boulevard and knows of the air problems in salt lake city why would we not want a gondola system to reduce pollution?</p>	ryan potter	Website
4173	<p>After reviewing the proposed options I strongly support the gondola with base station option. This would allow 24/7 access during avalanches and decrease emissions overall in the canyon. Widening roads is not the best answer, if we keep doing this more people will drive and roads will always be crowded and backed up. Not to mention the wrecks that the gondola would help eliminate.</p>	Tyler Westensee	Website
4174	<p>I would love to leave the car behind to get up to Alta and Snowbird. A gondola is a very good alternative to keep traffic out of the canyon</p>	Stefan Ivarsson	Website
4175	<p>Build a gondola!</p>	Derek Markovic	Website
4176	<p>As an avid out-of-state skier who visits Utah at least three a year, I urge UDOT to consider the LaCaille Gondola option. Doing so eliminates the amount of traffic while preserving the pristine nature of Little Cottonwood Canyon.</p>	Wesley Chioh	Website
4177	<p>The gondola plan makes sense, would minimize impact on the environment! It's the best proposal I've seen for mitigating traffic while still providing access to LC.</p>	Spencer Henriod	Website
4178	<p>We are skiers from Colorado and enjoy skiing Little Cottonwood Canyon. This past winter we experienced the best and worst of the canyon. We tried the public transportation mode (buses from the city) and found them to be an enjoyable option, although traffic made the going slow. One day it took 1.5 hours to get to Snowbird from the historic Sandy Station! That is unacceptable. Driving into Little Cottonwood gave us the freedom of a vehicle, but that too was fraught with problems. We've decided to forego future trips to Little Cottonwood, esp. on weekends, until the situation improves. We support the gondola option, or some high-speed train or bus only or some mode of public transportation to get cars off the road! Thank you.</p>	Tony Daranyi	Website
4179	<p>Yes, go with the Gondola and La Caille Station</p>	Sarah DeBlois	Website
4180	<p>Enhanced bus service NEEDED!</p>	Michelle McGarry	Website
4181	<p>I do not want a wide road going through my neighborhood so we can fix a problem two businesses created.</p>	William Meiling	Website
4182	<p>I support the Gondola option. Gondola option is the most environmentally sensitive, safest and will provide consistency in service.</p>	Cameron Pratt	Website
4183	<p>I am not in favor of any of these ideas. We need to keep the natural beauty of the canyons. The best ideas would be an overhaul on mass transportation. SLC in general has a driving mentality that needs to change. I am originally from NYC and Philadelphia where most people opt for public transportation because it is easier. When you make public transportation easier than driving, people will use it. We need buses from all locations going to the canyons (both Little and Big). I live in Sugarhouse and if there was a bus stop within 4 blocks of me, I would use it rather than drive to the base or the top. Take a look at the buses in Park City for instance. They work, no need to reinvent the wheel and ruin the environment.</p>	Vivian Gayol	Website
4184	<p>I believe that the Gondola option for Little Cottonwood Canyon is the best and most viable solution for protecting the fragile environment Of the canyon while making the beauty and recreation of the canyon most accessible to large numbers of people. The gondola option checks all the boxes that need to be considered and I fully support UDOT in pursuing this option.</p>	Margaret Pratt	Website
4185	<p>I support the Gondola option. We need to protect Little Cottonwood Canyon's environment, and the Gondola option would be the cleanest way to reduce pollution from vehicle emissions. It's also the safest and most reliable option.</p>	Chelsea Pratt	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4186	I think the gondola up the canyon is a smart, long term decision that should be now. Early intervention is best in most things, and for this, I totally agree. We will be preserving the canyon, saving the numerous lives that die driving in that canyon every year, and allowing workers to commute to their jobs without being in harms way from avalanches or other drivers. I love this idea and think it is the best option. Plenty of people take a gondola ride from the parking lot at the canyons. I think this. Oils be very effective in little cottonwood canyon as well.	Shannon Pratt	Website
4187	Gondola Plus La Caille Base Station option should be studied and considered. HW 210 regardless of its width poses a problem with snow slides. This option will reduce the risk of injuries from a slide and pose a better solution for the environment by reducing vehicle traffic in and out of the canyon.	Douglas Wain	Website
4188	Of the alternatives, the Gondola option should be the preferred option. The Gondola option is the least-polluting, least-impactful, highest-capacity, safest, revenue-generating transportation solution under consideration, and an alternative proposal to move the base station to property next to LaCaille will be an efficient solution to access needs. The bus options are vulnerable to all of the same weather-related issues that inhibit personal vehicle travel including avalanches, landslides, and traction issues. Cars cannot be the transportation answer in a canyon with 64 avalanche paths and an average of 500 inches of snow each winter. Some of the environmental benefits of the Gondola option are illustrated with the recent vehicle travel reductions related to COVID-19. Carbon dioxide emissions are reduced by 56% from the gondola running 12 hours a day, as compared to 3,500 cars per day traveling the canyon. The gondola is the only electric option that would reduce the amount of Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC) in the canyon atmosphere. Under the bus options, constructing an additional lane to SR 210 would have major impacts to the environment and water quality. Even building snow sheds at three of the major slide paths leaves 61 avalanche paths unmitigated and the construction impact of building massive concrete structures in the canyon. SR 210 is subject to weather and too often people are stuck for hours trying to get up or down the canyon. Current gondola technology functions in high winds and accommodates large spans that can put towers where there are no avalanche risks. Safe ingress and egress, regardless of weather conditions, is paramount in the solution for Little Cottonwood Canyon transportation. Moreover, UDOT should give careful consideration to the alternative gondola LaCaille base station proposal featuring a parking structure west of SR 210 that is at grade and includes designated bus circulation between mobility hubs. This proposal would dramatically reduce the amount of private vehicle traffic on Wasatch Blvd and in LCC and the gondola ride up the canyon would be the fastest from this alternate base station. A gondola's lifespan is three times the life span of a bus. The gondola is also the only option that has the opportunity to share capital and maintenance costs through public-private partnerships. In order to preserve this treasured area, both environmentally and recreationally, we must plan for its future use in a sustainable way. Gondola is a long-term transportation solution that is cost-effective, clean, and efficient. It is the best means to provide safe transportation to year-round visitors while having the least physical impact on Little Cottonwood.	Seth Lucia	Website
4189	Please! We need this now.	Erika Wiggins	Website
4190	Please look and listen to the people! The gondola ? is a possible solution to the car problems in little cottonwood canyon! Thanks S.S.	Steve Schneider	Website
4191	Hello, It seems the options primarily consider the resorts and tourism from the resorts. What will the backcountry recreationists due With a gondola? To me the resorts should be on the hook for determining the transportation problems they've created with their mega pass. They have seen an increase revenue why can't they run their own bus service? I do not like any of the proposed ideas. I wanted to, as I try to embrace change. However, to me these just benefit the bottom line of the revenues and helps them out on the tax payers dime. Would love to be able to discuss more ideas in person to help think of logical solutions that benefit everyone. Thanks, Logan	Logan Julian	Website
4192	The gondola is no question the right option.	Sam Flitton	Website
4193	I believe the gondola and La Cai base station makes the most sense for long term planning.	Duane Carille	Website
4194	Taxpayers interests and environmental protection interests agree for once. The answers are to provide MANY more buses and much more parking at the bottom of the canyons, not waste huge sums of money on gondolas that can only transport 5% of the canyon users. Closing canyon roads during peak times to all cars with less than 4 occupants or buses and charging parking fees to offset expenses should also be considered.	Kathy Light	Website
4195	As a property owner in Big Cottonwood Canyon and previous resident of Cottonwood Heights, I'm writing to indicate my support of increased bus service in the canyons during peak time periods as an appropriate solution to the increasing traffic burden on the canyons. When the canyons reach their parking capacity, traffic should be blocked at the canyon entrance allowing only residents to travel the canyon. I'm opposed to construction of a gondola system which would be underused most of the year and would create an unsightly structure running through the canyon. This solution also appears to subsidize the ski areas, assisting them in avoiding providing appropriate infrastructure at their expense to support their operations.	Steven Sanders	Website
4196	I support the proposal for the GONDOLA PLUS LA CAILLE BASE STATION	Matt Styf	Website
4197	Please consider the gondola as opposed to widening the road in Little Cottonwood Canyon	Rodney Villella	Website
4198	Yes, pls increase capacity to snowbird!	Rob Logan	Website
4199	I live in Cottonwood Heights and for 16 years lived in Alta. After reviewing the 3 plans I support the gondola as the best solution to the traffic problem. Thank you. Carl Mandenberg	Carl Mandenberg	Website
4200	I would like to see more incentives for car pooling and not letting so many one person cars go up the canyon . Having a bus lane along with car pooling is the best option for alleviating such congestion and the impact to our beautiful canyon .	Lori Smith	Website
4201	I support the gondola option and think the La Caille base station makes the most logistical and aesthetic sense.	Jonathan Schabowsky	Website
4202	I support the gondola option plus a La Caille Base Station because it has the least environmental impact and provides the safest way out of the canyon in bad weather.	Suzanne Schild	Website
4203	The gondola seems the way to go twofold: 1) for the environment and to reduce congestion regardless of weather conditions, and 2) a unique year round opportunity To increase tourism (not many places have these up a whole canyon!). The bus to la Caille would be simple and straight forward. As a local resident I support the gondola.	Mike Vacanti	Website
4204	The gondola project has my complete support (I submitted a similar idea for its construction several years ago). Additionally, there can be substantial reduction in the carbon footprint by making another bold, wise move. Construction of a gondola system from the Park City area to Alta/Snowbird, as well as, Brighton and Solitude would multiply the number of vehicles traveling over 30 miles from the Park City region to the Cottonwood Canyons. Since construction of the new gondola is likely, I recommend there be an add-on consideration of the Park City gondola as part of this project. It can also be the answer to the recurring idea of an interconnect for all the ski areas in the region. The two-gondola approach will double the positive environmental impact and provide huge long-term impact to well-managed access to the canyons. I recently watched a program detailing the construction of the Golden Gate Bridge in San Francisco. This was a construction marvel born of imagination, extraordinary engineering and huge risk-taking. The result was a structure that has served as an icon of wisdom and foresight for over 80 years. The Cottonwood Canyons Gondola(s) project can reach similar status if done correctly. I encourage moving forward with a two-gondola, area interconnect approach to making the canyons access project a world-class model for environmental protection.!	Marvin Chapman	Website
4205	Our family has been going to Snowbird for more than 20 years. Sounds like a great solution	Martin Hettinger	Website
4206	I support the gondola option. It would have the lowest environmental impact, would not be subject to avalanche and weather like roadway transit, and allows for other alternatives to be considered in the future. The gondola has the lowest long term operating costs and is safer and more reliable.	Christian Peña	Website
4207	Les Cailles/Gondola is the best alternative.	Tom Lanning	Website
4208	I support the UDOT gondola option PLUS the proposed LA CAILLE BASE STATION.	Kristin Hettinger	Website
4209	As a resident in SLC I'm fully in support of the gondola. We need to drive less to lessen the pollution impact to our community and especially the youth.	Jim Westover	Website
4210	I think the idea of having a gondola to bring people up Little Cottonwood Canyon is the right option. A gondola would be a better option for the environment, it would help prevent congestion and over crowding up our beautiful little canyon, and it would be a unique draw to people around the world, thus promoting tourism and bringing more capital into our state. I also think it will help other people all over the world put more thought into taking care of our planet by using alternate forms of transportation, instead of just adding bigger roads and destroying nature. We could be leaders and good examples of change.	Shellie Ireland	Website
4211	After reviewing the proposal, I support the enhanced bus option. I do not support the gondola.	Rachael Jacoby	Website
4212	From Bolivia to Europe gondolas have been proven to be an excellent solution traffic problems in mountainous Terrain it's time for Utah planners to stop thinking small look how quickly I-15 became overloaded after it's widening in the early 2000s having used Ski Bus Service much of the time it is rife with problems Gondola would add consistency that the bus service cannot	Wallace Cox	Website
4213	I support	Pennie Strebel	Website
4214	I support the gondola!	Carl Horton	Website
4215	PLEASE reduce the traffic and accidents and explore gondola options!!	Brittany Anderson	Website
4216	I feel that the gondola is the only sure way to assure access on heavy snow events. It is also environmentally the most friendly.	Brent Pratt	Website
4217	Pls support the Gondola Plus Caille proposal	Craig Rollins	Website
4218	I am a Salt Lake City resident and writing to express my support of the gondola as a solution to mitigate congestion in Little Cottonwood Canyon. I believe it is the best of the 3 options to balance the need for moving people up/down the canyon in the winter months with environmental impact. The worst option would be expansion of the highway which would only put more vehicles on the road. Any solution requires expanded parking near the mouth of both Big and Little Cottonwood canyons such as the proposed La Caille base station.	Paola Nix	Website
4219	I support studying the gondola as an alternative to widening the road and increasing traffic in the little cottonwood canyon.	Lisa Redmond	Website
4220	I support the gondola in LCC	Thomas CARRUTHERS	Website
4221	I am in support of the Gondola project. I am not in support of projects that widen the roads.	Dana Bobbert	Website
4222	I think the gondola would be a great form of transportation with minimal effects on the environment as compared to highway expansion. Go with the gondola!	Jarod Thompson	Website
4223	Please add more buses, not a gondola. A gondola feels like an extreme, showy option. One just used to make us look fancy and make money.	Joelle Baxter	Website
4224	I am for Alt 1 - enhance the bus service and leave the canyon alone!	Dave Prey	Website
4225	Please make this happen!! I have been skiing Alta and Snowbird since 1974 and this is really needed!!!! It is also a much "greener" option than all those hung up cars!!	Dan Flesher	Website
4226	Like the idea of a gondola bs more cars and busses up the canyon.	Will Metcalf	Website
4227	I live above Wasatch Boulevard in the Top Of The World Neighborhood. I would be open to a bus flex lane in the canyon or a Gondola from the Highland Drive Park and Ride. I am in NO WAY for widening Wasatch Blvd from Fort Union to the High-T. There is currently not enough traffic anymore with most people on the East side and Draper working from home. A lot of companies are re-evaluating having to have people continue to come in to the office. I also am against being essentially cut off from the rest of Cottonwood Heights by a 7 lane roadway that will just back up anyway another mile down the road. I would like to see Wasatch cut down to 35-40 miles per hour, like it is on the area south of 9400 South. There is no need for a 50 mph speed limit coming out of the canyon that is only 30 mph. Please have a little heart and consideration for the residents of the area most of whom have lived in that area for 40+ years. The business properties west of Wasatch from the gravel pits sit empty on the weekends. Those could be used for parking on the weekends when no one is there on powder days. Please do not turn us into California with a 7 lane highway along our beautiful mountain corridor. If you plan to widen Wasatch still, then I also think an extension of Highland Drive should be also looked at.	Jennifer Murphy	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4228	The only plan that makes sense for our air, water, and snow is to increase bus service, and I really mean increase. In the crunch time of early morning, there should be multiple buses leaving at the same time, or 5 minutes apart. There should be financial disincentive to drive up the canyon (either canyon). A tram will only create a bottleneck. Widening and building more roads only puts more cars on the roads. I don't use the bus because there aren't enough of them, and I don't want to stand all the way up the canyon. Increase bus service exponentially, make it easy to catch a bus and have a seat, and you will get cars off the road. Our air needs fewer cars, our snow and water needs fewer cars, and not more concrete.	Laurie O'Connor	Website
4229	Expanding the road will just lead to more vehicle traffic and more cars are not the answer. Alternate methods of mass transportation need to be considered. Including light rail or overhead cable. The air pollution from automobile exhaust in the Wasatch corridor is literally sickening.	peter layman	Website
4230	I do not think you should do anything. When the parking lots are full, the resorts are full. Period. Offer more busses to lessen car traffic. But don't try to get significantly more people in the canyons. It is making the resorts too crowded and unsafe. If you cannot get out of bed early enough to park, then you do not ski	Katie Storrs	Website
4231	I support the development of a gondola.	Katelyn Ivey	Website
4232	I support the gondola!	Jeremy Mack	Website
4233	This is the kind of thing we need to do for a greener future. The traffic caused by widening the road would be horrible. Building a gondola seems more efficient in the long run. It would also be an attention in and of itself bringing more tourists for the benefit of the state.	Ashlyn Wright	Website
4234	brilliant proposal. In Jersey, they had a similar effort to reduce the traffic to the airport but it wasn't successful. Multiple transfers and infrequent. Most people just take an uber.		
4235	to be successful it's important that its: - convenient (so no transfers, drive to gondola, take it, short walk to a lift) - fast (so similar to driving ; high capacity, frequent)	Michael DeCorte	Website
4236	I would prefer gondola plus la caille base station	Jose Molina	Website
4237	I support the plan for the Gondola Plus the La Caille Base Station to save Little Cottonwood Canyon.	Kasia Dobrzanska	Website
4238	Widen the road! I support your gondola base location in the existing UTA park and ride lot at the base of the canyon with support from buses at the yet to be added parking structures at the gravel pit location near 7200 South and the UTA lot at Highland Drive and 9400 South. I absolutely do not support seeing public money (UDOT money) spent on a gondola that leads to an ill conceived parking structure directly on Little Cottonwood Road as depicted by gondolawork.com. This private parking option is in direct opposition to reducing traffic congestion to Little Cottonwood Canyon, would bottleneck traffic on the corridor, block efforts to see the Bonneville Shoreline Trail completed and be a visual blight on the hillside. The gondolaworks.com proposal is led by private interests, who also sit on the Central Wasatch Commission. The gondolaworks.com is not in the public interest. No public money should be spent on their proposed gondola option.	jeff gurney	Website
4239	I do not like any of these options. Train service connecting with Trax is the only viable option for me. Since that has not been put forth, the only one of these I would support would be increased Bus service. No gondola, no dedicated bus lane. The lowest cost and lowest impact option delivers the highest return on investment.	Christine Couits	Website
4240	I do not like any of these options. Train service connecting with Trax is the only viable option for me. Since that has not been put forth, the only one of these I would support would be increased Bus service. No gondola, no dedicated bus lane. The lowest cost and lowest impact option delivers the highest return on investment.	Brooke Kenney	Website
4241	When you weigh all important components for the 3 options, enhanced bus services with incentives to increase occupancy per vehicle clearly delivers the highest return. From protecting the canyon from over use, water quality, wildlife, delivering people to the resorts, increasing resort revenues, increasing land values, enabling resorts to stay competitive, helping home owners near the canyons, building base camp transportation hubs in the valley, less taxpayer money that is a greater benefit to ski industry and tourists, are all examples where outcomes and ROI improve. Road widening and gondolas diminish the total returns by creating some winners and too many losers. Lawson Scott Reichard The gondola option seems most attractive, but how will it be managed in foul weather? Yes, it is at lower altitude, but lifts and the tram suffer from wind and weather-related shutdowns, does this option have that worry as well? What will the cost to the riders be of the gondola? Will there be discounts for resort season pass holders? IKON pass holders? Also, I think expanded busing with priority lanes is a good idea. I would like to see minimal expansion of the road up LCC, it's not a location that should see a highway for a variety of reasons. There is enough challenge maintaining the roadway in the winter as is, with a wider road this would be a bigger headache. What are the proposed tolls for single-driver vehicles? Not all folks, especially local folks with jobs, have the time or flexibility to always make use of these alternative transportation options. Have there also been thoughts of encouraging the resorts to cease partnerships with IKON pass and similar multi-resort passes? These have clearly contributed to the increased strain on these transportation routes.	Lawson Scott Reichard	Website
4242	The best solution is instead to have a toll to go up the canyon. Even on the busiest weekends in the winter there is an existing resource (empty seats in cars) already making the trip up the canyon that is not being put to good use. Tolling would encourage car pooling and therefore decrease road congestion. It would also be very inexpensive to implement, and, if desired, could even be done in a revenue neutral fashion. Problems with the other options: Gondola: sounds nice, however, has a fixed base location and so it will require a huge parking lot, and all the traffic will converge on that lot presumably just shifting the location of the congestion.	Drew Lehnerd	Website
4243	Road improvements e.g. Lane widening, snow sheds: This will make no difference because one of the main factors limiting the number of people going up the canyon on busy weekends is how much people are willing to "pay" with their time. This is for several reasons including that the cost of going skiing on any particular day is fixed (e.g. season pass, Ikon pass). Increasing road capacity won't change the "price" people are willing to pay (i.e. how much time they are willing to spend to do the activity) thus congestion (on the road) will remain the same; congestion in the resort will likely increase (unless they do something such as raise their prices to decrease demand--it's no wonder these are all popular options with the resorts). I support the gondola plus la caille base station that snowbird is proposing. I've lived here since 2013 and been an altabird pass holder almost every year since then. Time it takes to get up the canyon is important to me and gondola seems like the fastest option. Also, I don't support road widening. My personal opinion is that widening the road will ruin the beauty of the canyon, one of my favorite places on earth. Thank you for taking our comments into consideration! The Gondola PLUS La Caille base station option should be added to the study.	Matthew Gumbleton	Website
4244	I think it very important to understand how many people would or would NOT use the bus to get up LCC. Widening the roads and building snow tunnels are very expensive, and don't really solve the problem of additional skiers wanting to drive their own cars up the canyon. Given the slowness of bus service and the problems of buses on snowy roads, many will continue to just use their own cars, which means UDOT spends a hell of a lot of money and doesn't solve the problem. Also, removing road-side parking from ski resorts is a big problem if the UDOT does not provide for more parking at the ski resorts. This is a HUGE problem. The studies intend that people will take the bus but the bus isn't used that much currently - I don't think additional BUS really solves the problem well, certainly not for 30 years. With gondola AND a suitable base station location, it could work to convince many many more people that the way up the canyon is through gondola - much more like a normal skiing experience, and likely to be actually used. It is also sustainable and is possibly equal in costs to the road widening and snow sheds which are very expensive. Snow sheds are ugly and not desirable in LCC. Adding gondola service could be promoted as being very "ski-friendly" and Utah leading the way for future access and availability to the worlds greatest snow. More study is required for the location and layout of the gondola base station, and it absolutely must have EASY parking and access. The La Caille option has right-in, right-out access which greatly helps motivate people to stop using their cars and start using a new method. Overall, more study is needed and I am asking to follow what Snowbird is suggesting and please ADD the Gondola PLUS La Caille base station to the study. Thanks!	Kate McDermott	Website
4245	I think the gondola option needs to be considered. I Skil little cottonwood canyon 2 weeks or more a year. I also ski in Europe and they have undertaken projects to solve similar problems. Massive tunnels that don't help with pollution. Add a couple wind turbines and solar and this is a much cleaner solution	Greg Haerr	Website
4246	I think it would be a big mistake to impact the wildlife and environment It's almost all commercialized as it is. Leave some for people who like to hike and bike.	Bryan Harter	Website
4247	I support the plan to build the Gondola lift. For the sake of safety, frozen roadways need to be alleviated of congestion. Expanding roadways brings more traffic and parking issues, and bus resources need to be allocated to the needy, in my opinion, not the affluent at play.	Patricia Montgomery	Website
4248	The gondola is a great idea! I volunteer as a mountain host at Snowbird, meaning almost every day I work I deal with customers who don't understand road closures due to avalanche risk. Explaining avalanche risk to visitors is difficult when people don't live in areas where avalanches occur, and they expect to drive to the airport in less than an hour as judged by the distance. A gondola would help those guests easily get back and forth from the airport to the resorts, reduce the usage of rental cars that don't have snow tires (they could uber/lyft from the airport to the gondola - no rental car company will provide snow tires), which would in turn reduce the number of accidents and abandoned cars on the road. Also, a gondola would increase local revenue both up canyon and down, since no one spends money when they're angrily waiting for buses that are stuck waiting for avalanche crews to finish.	Bethesda Spencer	Website
4249	I support the gondola with the la caille base station with on site parking.	Sarah Haskin	Website
4250	I think more studies should be done, especially before widening the road.	Brian Hansen	Website
4251	This gondola option is geared towards tourists, however a significant locals discount could also encourage locals to utilize this option if additional lockers were a a available at the resorts. There could also be an annual pass discount for parking at the LaCaille parking structure to support that private revenue generating component by locals whose taxes will go towards this project as well.	Paul Haerr	Website
4252	In looking at the various alternatives, it appears that the Gondola alternative provides a viable solution for mitigating the congestion on the road while still moving sufficient numbers of people. While the gondola has a high construction cost, it's O & M is lower. I would encourage UDOT to explore options for the base station that might eliminate the bus leg and add on site parking. One of these options was reported in several news article. While I enjoy skiing at Alta and Snowbird, I avoid these areas due to the traffic and congestion.	Michelle LeBaron	Website
4253	Please start the process to build a gondola and relieve the LCC road traffic!	Dan Johnson	Website
4254	I would prefer to see strong encouragements for car pooling.	Charles Duncan	Website
4255	I'm 100% behind the gondola and the extended lane for buses. In that order.	David Madsen	Website
4256	I support the gondola project.	Matthew Lust	Website
4257	As someone who visits little cottonwood canyon almost every winter, I would like to express my support for the GONDOLA PLUS LA CAILLE BASE STATION proposal. It sounds like this would be the fastest and most convenient option for skiers. A gondola without on site parking is much less appealing to me. Without on site parking, I would prefer widening the shoulder instead.	Bob Shaffer	Website
4258	I SUPPORT THE GONDOLA PLUS LA CAILLE BASE STATION	Jeff Niu	Website
4259	I like the idea of building the parking structure and road expansion and shutting people to the base of Little Cottonwood Canyon and creating a gondola base station at the bottom of the canyon to transport recreationalists to different locations up the canyon on a gondola plus the La Caille station	Tony Caligiuri	Website
4260	Preserve little cottonwood canyon with the gondola.	Michael Bennett	Website
4261	I feel that the gondola idea is the best idea to reduce traffic and pollution in the canyons. It makes a lot of sense to me to see people traveling up the canyon via a gondola rather than widening the roads. I think the next step would be to remove all personal vehicle traffic in the canyon except for buses. On those willing to carpool, take a bus, or the gondola should have access to the canyon during the winter. Summer is a different story with the camp grounds up the canyon. I would also suggest making the gondola free or extremely affordable. People are like water, they'll take the path of least resistance. If you want this to be adopted then it needs to be free or worth the price of admission. I support this idea and would love to see this in both canyons.	Haylie Stubbs	Website
		Dallin Koehler	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE	
4262	I support the gondola. I ski in Telluride quite a bit. Their gondola is great.. fast, relaxing and a great way to cut down on traffic in the area. Everything possible should be done to protect Little Cottonwood Canyon and the surrounding environment. More cars are NOT the answer.	Barbara Sengenberger	Website	
4263	this is the only long term answer	Eric Hagman	Website	
4264	Gondola, though modified to have expanded parking at base of LCC, with gondola leaving directly from the parking area. If I have to take a bus from parking to gondola, I simply won't do that.	David Cutler	Website	
4265	Little cottonwood canyon is a wilderness marvel that should not be paved over any more than it already has been! A gondola poses the lowest impact solution to the transportation problem while allowing the wildlife to continue to flourish. Please consider the gondola with a La Caille base station!	Cole Paradis	Website	
4266	I'm opposed to the widening and not sure of other proposed changes to Wasatch Blvd. The traffic slow down happens maybe 30 days out of the year. It last for a total of 90 hours over those 30 days. Think wisely on the final choice.	Danny Moore	Website	
4267	I support the gondola - the only way to solve the issues in LCC are to remove more cars from the equation. Expensive tunnels and digging into the side of the mountain to widen the road will create more problems. Stop the madness up the canyon, get people up there via the gondola and not cars.	Elisabeth Leeflang	Website	
4268	I support the gondola station!!	Abbie Cannon	Website	
4269	favor the gondola option, given sustainability, likelihood of use and environmental aspects	Isaac Noyes	Website	
4270	Gondola all the way!! It's sustainable and safer! We just need to make sure the parking lot can sustain the demand.	Keith Eikevik	Website	
4271	I am not a local resident but a frequent summer and winter visitor. I think the gondola with the La Caille would be popular with out-of-town visitors. I know that I always try to find alternative transportation when heading up the canyon be it winter or summer. A convenient place to leave my car and grab the gondola would be much appreciated. I have experience with the gondola transportation in Telluride, CO. I usually stay in Mountain Village but the gondola allows me quick access to the town of Telluride for all the entertainment and dining options in town. I even had a medical emergency a couple of years ago in Mountain Village. I was able to access the gondola and make my way to the emergency room down in the town rather than waiting for an ambulance to makes its way from the town. I would like to see the gondola option. I believe it would have less impact on the canyon than widening the road and building tunnels.	David Varney	Website	
4272	We do not support any plan that involves widening Wasatch Blvd. Widening the road only brings more traffic and more pollution to a community area that is a gateway to Utah's beautiful canyons that bring tourism to our state. We DO NOT support the UDOT Gondola concept as it includes widening of Wasatch Blvd as part of that plan. We support the Gondola plus La Caille Base Station concept ONLY BECAUSE it is the only plan that does not include the widening of Wasatch Blvd. Developer and political greed is driving the decisions being made in Cottonwood Heights at the expense of our community aesthetic and under a guise of solving a problem that exists for only 35 days out of the year.	Heidi Fairchild	Website	
4273	This is a much needed idea who's time has come. Please put our UDOT efforts into supporting this environmentally sound plan to access our precious canyon.	Tommy Cordova	Website	
4274	Traffic is growing exponentially with Ikon pass holders. Having an alternative to getting to and from the mountain is always preferred.	Kyle Markowski	Website	
4275	Please support this!!	Shelly Cordova	Website	
4276	Please DO NOT move forward with the gondola project. I lived in SLG my whole life and LCC is the most popular location to hike. It is peaceful and beautiful at such a short distance from the crazy city. It is a place to relax and enjoy nature with peace. It should not be disturbed by extra noise and increase of tourism. Gondolas will take away from the beauty of the canyons that locals love so much. Again, Please do not move forward with the gondola project.	Lucero López	Website	
4277	Bring on the gondola - traffic help and a way to keep the emergency flow of people going when the road is closed for avalanche work.	Kevin Radzinski	Website	
4278	After watching the video on the gondola , I have changed my mind . I had commented that I favored buses but now I like the gondolas ! Thank you	Lori Smith	Website	
4279	The reality is that the problem isn't just LCC, it's that we have NO increase in recreational areas in a city that has grown by 2 million people. All the resorts are the same as they've been for the last 40 years. If you want to decrease traffic in the canyon you need options elsewhere. This means new resorts. Also, you need connectivity. There is no reason that the top of the canyons can't be connected. Decrease traffic by allowing other areas to be open and connectivity. Building gondolas, trams, widening roads do not change the primary problem of the same "recreation space" for 3-4x the population it was build for.	Tyson Cook	Website	
4280	Support GONDOLA PLUS LA CAILLE BASE STATION	Noe Bellet	Website	
4281	Gondola!!! PLEASE don't pave more of paradise to put up more parking lots. It's unsustainable. More cars will not be a long term sustainable solution. That will lead to more pollution and problems and hurt the delicate ecology/environment up the canyon. It's time to think about the long term effects of our activities in this state instead of just accommodating out addition to driving. LEAD instead of following decades behind on population planning. We need to discourage more driving and encourage public transportation to curb the local air pollution and global greenhouse gas emissions. We can't keep lowering the bar for every human to access wild spaces. People should have to make some level of sacrifice to enjoy wilderness. It breeds respect instead of complacency. We have to respect and protect the flora and fauna as well instead of displacing them for our own convenience. Set the tone for a future of respect for the natural world instead of oppressing and displacing it.	Peter McMullin	Website	
4282	I support taking new measures that will reduce traffic in our canyons.	Laura Marre	Website	
4283	Hello! As an avid skier and transplant to Utah (of 10 years!), protecting the environment and preserving beloved outdoor space has always been a priority of mine. My initial, knee jerk reaction to the 3 proposals was to expand the bus lanes and bus service as it, at first glance, seems to be the cheapest, fastest and most effective solution. However, after further research, I have determined that my opinion SUPPORTS THE GONDOLA. While the gondola could be the most expensive option, I think it is the only option that will truly discourage personal vehicles up the canyon. Research has shown that expanding roads doesn't actually reduce traffic, which is the ultimate goal. Additionally, the gondola in the future could be run completely on sustainable energy and reduces the potential of human error.	Frances Sebahar	Website	
4284	Fewer cars, less pollution, less wasted time and more care for the precious environment.	Graeme Spratley	Website	
4285	UDOT in the past has expressed the desire to limit the number of vehicles traveling the two canyons. How then is widening the highway to 5-6 lanes going to accomplish this? This widening will only allow more vehicles to converge at the mouth of each canyon resulting in traffic jams. Parking lots located away from the mouth of the canyons with shuttles for transportation up the canyons would seem to be better options. The increase in noise and particulate pollution for the existing residences should be another concern for widening the highway. As an option why doesn't UDOT continue Highland Drive south? I don't understand why this hasn't been done some time ago. The right of way already exists.	Robert Brown	Website	
4286	I have been a seasons pass holder at snowbird for years and need to be able to quickly get in and out of the canyon to enjoy the pass. The gondola is the only viable option in my opinion, provided there is ample parking at the base.	Jerry Cox	Website	
4287	Parking is a mess in the canyon.	scott Gerondale	Website	
4288	I think the gondola is a much better option because it allows more people to get up the canyon per hour and has a smaller environmental impact of the canyon.	Garrett Slack	Website	
4289	Get it done. Be bold and know people will look back and say. They were smart! 50 years of goodwill to the natural gem. Lil Cottonwood deserves it.	David Benson	Website	
4290	I am in full support of the gondola with the alternative base next to LaCaille. I have spent many hours waiting to get up and down LCC, many times giving up after an hour or two. This is best for the environment, best for the skiers, and best for businesses - a win win win.	David Pratt	Website	
4291	I support the project. Let's maintain the uniqueness and aura of Little Cottonwood Canyon.	Bill Fairfield	Website	
4292	I am in support of the gondola system. We must keep wild Utah intact, especially with the growing number of residents in this state! We must protect wild Utah!	Austin Versteeg	Website	
4293	Very much in favor of the Gondola Plus the La Caille Base Station option. The Gondola makes a lot of sense to me to reduce or eliminate winter traffic up the canyon. It also seems like the safe option.	Casey Pettingill	Website	
4294	Dear UDOT, I would like to recommend implementing either the Gondola option, or Enhances Bus with dedicated shoulder lane. I fear that the simplest (though cheapest) option of the enhanced bus will not incentive people to use the public transportation option and we will still see traffic in our canyons. I am encouraged by both the enhanced bus with dedicated lanes option and gondola option as options that people will realistically use.	Tyler Sebahar	Website	
4295	The enhanced bus with dedicated lane is quickest and most comfortable option, and for that, I can envision many travelers using it. However, the price tag and impact on the environment is greatest.	Denice Hyer	Website	
4296	For the gondola, I support the option as the best for our environment, and I think people would still utilize this option as well. However, my concerns are the fact people will still need to bus to the gondola from the mobility hub - won't this ultimately create a bottle neck with the buses from the mobility hub? Can we really fill gondolas every two minutes if the buses aren't running at the same frequency? Also, will there be seats? Standing for 63 minutes may discourage many from riding.	Teddy Grandquist	Website	
4297	I support the gondola proposal only if cars are still allowed in the canyon. I think it is fair to limit the number of cars and post that number but not to eliminate public cars completely. If public cars will be banned in the canyon I support adding another lane.	Diego Piraquive	Website	
4298	Please build the gondola!!	Tom Christiansen	Website	
4299	As a long time Salt Lake City resident, Please do not alter this road. There is no amount of economic development that is worth the loss of ability to go enjoy nature throughout the whole year.	Kevin Leecaster	Website	
4300	PRO Gondola in LCC	Beth Cline	Website	
4301	The gondola option is the BEST way to protect the canyon while providing economic benefits from tourism	ATTN: Timothy Peterson	Website	
4302	As an avid skier for over 50 years and a lover of the Canyons, I would like to see less traffic and the Gondola seems to be a perfect solution. Thank you	Brooke Lewis	Website	
4303	PLZ look at all options.	Anders Houser	Website	
4304	I think a Gondola is the best solution. I think it will be convenient once people adjust and have the means environmental impact.	Kelli Buttars	Website	
4305	As a skier from Colorado, I can empathize with the traffic, vacationers, and conservation issues at hand. Personally, I haven't given the bus a shot but would be happy to park at the base of the canyon and take the gondola from a base area with amenities. Thank you for considering the option.	Linda Kaunitz	Website	
4306	As a resident at the base of Little Cottonwood Canyon for over 35 years, I support preserving the canyon and the quality of life for residents invested in this area. I do not see the widening of the road or the gondola option as solutions to the congestion and problems that occur only a few days during the year. I believe more thought should be given to better solutions but in the interim, more attention should be given to promoting bus use, increasing bus availability and convenience, and marketing bus use. I say NO to a gondola that potentially creates more parking problems and changes the look of our canyon. I say NO to widening the road and suffering through years of construction that supports more cars going up the canyon with no where for them to park...and potentially increasing need for unsightly parking structures at the base of the canyon. Problems exist with all the proposals. Instead of creating new problems, let's focus on mitigating the problems we already have with better management of the current problems.	jon pearson	Website	
4307	No more cars in the canyon.	I would also think there needs to be a fee for entering the canyon (or at least significant fees at the parking areas). The Increased Bus Service option can't work if the canyon is choked with cars. The fees can also be used to subsidize cheaper fares for the buses. A mixture of carrot and stick is needed.	Zane Santacroce	Website
4308	I prefer the simple Increased Bus Service option. It seems to give the most "bang for the buck". Let's get something done NOW, and we can still visit the other options as time goes by. I wonder if the lower annual cost of a Dedicated Bus Lane includes the increased costs of maintaining a new lane of traffic (asphalt repairs, wash-outs, plowing)? A gondola certainly has some advantages, but I think it would be best to get things going as fast as possible, and also have an option that will work in conjunction with Big Cottonwood (I have never heard of anyone planning a train or gondola in BCC). I realize the funding and scope of the study only allow you to talk about LCC, but you must realize that anything you do to one canyon will have profound impacts on the other. In fact, you won't really know the true impacts of any of the 3 options until you also implement something in BCC.	Jordan Buttars	Website	
4309	I would also think there needs to be a fee for entering the canyon (or at least significant fees at the parking areas). The Increased Bus Service option can't work if the canyon is choked with cars. The fees can also be used to subsidize cheaper fares for the buses. A mixture of carrot and stick is needed.			

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4309	I urge you to promote forward thinking plans and support the gondola and new base station as a way to reduce traffic congestion and pollution in Little Cottonwood Canyon. Part of the beauty and awe of Utah and this area is it's prestige scenery. No one enjoys sitting in miles long traffic or battle the hazards of frustrated drivers. Having the gondola and new base station, not only helps the surrounding environment but also creates a more environmentally friendly and supportive mood/culture/milieu. Don't forget what draws visitors, like myself from California, to your state and mountain areas, it's beauty like no other. Continue to make Utah special by building the gondola and new base station. It will allow more ways for visitors to observe your gorgeous mountains as they make their way to their recreational activities. Leave this area better for future generations, build the gondola! Thank you for your time. Alison Rose	Alison Rose	Website
4310	I would prefer adding additional busses, without additional street widening or a gondola. In order to reduce traffic, all parking at the ski resorts needs to be paid parking. This would encourage more bus users. We also need to add more parking lots for the bus commuters. I believe that this option would reduce traffic congestion, while also allowing the landscape of the mountain to remain "wild". Widening the road would knock out various rock climbing locations as well! Thanks, Amanda Hartzler (Sandy, UT resident & frequent rock climber and skier)	Amanda Hartzler	Website
4311	I support the gondola for little cottonwood canyon	Aaron anzaldo	Website
4312	I'm 45, I lived in SLC my whole life and have spent 40 of those years travelling up and down Little Cottonwood Canyon. I am a long time employee in the canyon and I've experienced all of the comment periods throughout the years. I've always supported a mass transit solution so I support the proposed gondola. We all know Europe has done it this way for years, so let's get it going here in Utah. I could go on about the traffic problems, the avalanche problems, the vehicle accident problems, the black ice, the rental cars the busses, etc. You've heard it all for decades no so please do something about it. Build the gondola.	Jonathan Murakami	Website
4313	I support the gondola plus la caille base station option for the Little cottonwood station. I am a skier who has traveled with my family to SLC for the purpose of skiing for 6 of the last ten years. This is the most sustainable and reasonable option and will help pave the way for additional gondolas to Big Cottonwood and Park City, thus providing the type of efficient transportation that is reasonable to expect at a world class destination. I support elimination of the proposed turn station by allowing the gondola to traverse the corner of the wilderness area.	Joe Pugh	Website
4314	I support the gondola project. As a frequent user of these canyons during the winter, I can attest to the overwhelming traffic and danger that emerges on a good powder day. Having an alternative mode of transportation to reach the ski destinations will reduce traffic, reduce carbon footprints, and will make skiing Utah's canyons a more enjoyable experience for all. One thing to consider is that the busses, which should serve a similar function, are continually ignored by individuals who want to bring their cars to the resorts. While I hesitate to say make riding the gondolas necessary, it may be worthwhile to think through how to make the gondola as appealing to as many riders as possible in order to achieve the goal of reduced traffic in the canyons.	Sean Collins	Website
4315	I live in Portland, OR but enjoy skiing Snowbird. I don't enjoy the canyon drive. I support the gondola plan.	TJ Ernst	Website
4316	I support the gondola system plus La Caille base station to improve access to Little Cottonwood Canyon. I have spent time in Europe and have seen how well gondolas work to transport visitors to different parts of the mountains. They are low impact and provide safe travel options in all weather conditions. My family has had season passes to Alta for many years but increasingly it has become more difficult, congested and dangerous to travel up Little Cottonwood when the weather is not good. We have been stuck many times going up or coming down the canyon. My concern with increasing bus traffic is that it doesn't solve the fundamental problem of unsafe road conditions in heavy snowfall. I have seen buses slide on the road. A gondola system would be an exciting addition for tourists as well. It would provide a beautiful view of the canyon. Additionally, you can easily increase capacity by adding new cars. Buses are not the answer. It is a steep, narrow canyon and so a gondola system would be safe and efficient.	Jeff Davis	Website
4317	Yes...as long as access to La Caille station is well thought out to eliminate congestion getting into the station	Mark Machlis	Website
4318	Building a gondola would be the better option if you're looking for the environment.	Aylin Nelson	Website
4319	I prefer the gondola option more than any other solution for congestion in little cottonwood canyon.	BLAKE EMETT	Website
4320	Gondolas cool	Max Tregaskis	Website
4321	UDOT should give careful consideration to the alternative gondola LaCaille base station proposal featuring a parking structure west of SR 210 that is at grade and includes designated bus circulation between mobility hubs. This proposal would dramatically reduce the amount of private vehicle traffic on Wasatch Blvd and in LCC and the gondola ride up the canyon would be the fastest from this alternate base station. A gondola's lifespan is three times the life span of a bus. The gondola is also the only option that has the opportunity to share capital and maintenance costs through public-private partnerships.	Perkins Miller	Website
4322	In order to preserve this treasured area, both environmentally and recreationally, we must plan for its future use in a sustainable way. Gondola is a long-term transportation solution that is cost-effective, clean, and efficient. It is the best means to provide safe transportation to year-round visitors while having the least physical impact on Little Cottonwood Canyon. I support this proposal	Rick Freeland	Website
4323	Build that gondola baby!	Taylor Koenig	Website
4324	I do not support any large scale gondola, train, bus solution until parking is actually removed from the canyon. The parking in the canyon mixed with bad weather and poor cars is usually the reason for the road. Keeping all the parking and adding gondolas etc just sets the resorts up to expand and does not actually solve the problem that there are simply 75% too many cars in the canyon. Toll and paid parking does not take cars out of the canyon.	Jonathan fay	Website
4325	I have looked over all the possibilities and I want to cast my support of the Gondola option based at la Caille is my vote. Family Season pass holder since 1999 at Snowbird/Alta.	Christopher Lincoln	Website
4326	I prefer the enhanced bus with roadway widening. I do not like the gondola alternative due to the additional impacts to the canyon and time to get up the canyon.	Georgia Sullivan	Website
4327	I coach with SBSEF and have found that the traffic has become more and more of a problem every year. The proposed gondola seems like the best possible solution to alleviate the growing canyon traffic problem. Connect via public transportation from multiple outlying parking facilities and it's a winner! Very forward thinking.	David Moore	Website
4328	+1 vote for gondola!	Ryan Johnson	Website
4329	As a resident of Salt Lake City and long-time user of Little Cottonwood Canyon both in the winter and the summer, I strongly support the Gondola Plus La Caille Base Station and the entire idea of increasing access into and out of the canyon while reducing vehicle traffic.	Robert Blanco	Website
4330	A gondola would only serve the needs of those skiing at a resort. It would hurt the experience for dispersed canyon users. The resorts themselves should be required to find part of the solution, which I feel would be creating a new parking structure somewhere near the base of the canyons and running not only increased busses, but also shuttle services that go to not only the resorts but have specific drop off and pick up times at popular backcountry trailheads. I also feel that a toll on the road is acceptable as long as there is an option for a season pass so locals can't still drive up freely, but someone visiting for just one weekend will likely opt to park at the bottom and ride a free shuttle.	Jackson Schor	Website
4331	Gondola	Charlie Freedman	Website
4332	I live South of Fort Union Boulevard. Why is there not a transportation hub and frequent buses from a location West of LCC? This plan does not address those wishing to access the canyon from the South or West of the Canyon. There needs to be an additional hub from the South of Fort Union, regardless of whether there is an enhanced Bus system or Gondola. I actually live about 2 miles directly West of LCC and would like access to public transportation up the canyon without having to drive four miles north to park and get on a bus. There used to be a bus that left two blocks from my home to head up LCC. I frequently rode the bus then. Now I have to drive 20X as far to catch public transportation. I just won't do that. I would favor a Gondola to limit road traffic, limit air pollution and create access from multiple areas in the valley. Please add in a parking hub for access from the South of the Salt Lake Valley.	Terri Gillfillan	Website
4333	As an employee of Alta Ski Area I am thrilled to see actions being taken towards improving canyon transportation. I am in favor of the gondola installation plus the La Caille Base Station. This option is the most environmentally friendly and adding the base station at La Caille allows people to park directly at the loading terminal, further motivating people to use this new form of transportation. As someone who goes up LCC most days in the winter it is apparent that ease & simplicity of a transportation option will be the most incentivizing for skiers. Let's save LCC, not pave LCC.	Isabelle La Motte	Website
4334	Let's preserve the beauty of the canyon! More traffic will only hurt wildlife and natural habitats. Humans should be the ones inconvenienced not nature. A gondola makes more sense than building endless freeways. Also - ask any urban planner and they will tell you that building more lanes does NOT reduce traffic. Instead it causes more traffic, something called induced demand. Instead lets find alternatives for people to travel and enjoy the beauty.	Jeanine Mendez	Website
4335	I would suggest doing whatever is going to have the lowest impact on the canyon. I imagine this would be the increase bus service but not adding a dedicated lane. Anything else would potentially have a negative effect on the recreating that is done in the area which is what makes LCC so great. This would also be the cheapest option.	Christopher Stango	Website
4336	Please make a decision now that will benefit us for years to come. Make the gondola happen!	Alex Daines	Website
4337	This makes SO MUCH sense. As a Utahn who has grew up skiing at Alta, I love seeing the passion for the sport grow. However, the canyon traffic and parking situation is a nightmare. With four kids, to park close, we have to leave at 6:30 every ski day. it's a long day with little kids who need rest. The gondola proposal seems to address the environment and crowd concerns.	Shawn Stinson	Website
4338	I support the Gondola for Little Cottonwood	Bill Camel	Website
4339	Too busy now	Robert Blakeslee	Website
4340	Something needs to be done and this looks like the best option.	wesley jess	Website
4341	My name is Kelly Pawlak and I am the president of National Ski Areas Association. Thank you for the opportunity to comment. I have read the supporting documents and have been following with interest. My comments are focused on the proposed gondola as that is my area of expertise. I support gondola transport for a number of reasons. I have seen it work effectively in Europe, most of my travels have been in Austria where gondolas and trams supply transport from town to ski area bases. Gondola transport is reliable and will cut GHG emissions tremendously. Addressing the climate crisis is reason enough. But access to the canyons is also a problem and a great detractor to guests who have planned for a ski trip but find that one of the greatest barriers is getting to the mtns. Unfortunately, some of those guests will pick alternate destinations in the future. Ski areas are open for a finite number of days per year and anytime the canyons are closed or overcrowded are days or time periods that ski area operators cannot make up. Skiing UT is one of my favorite trips. SLC is so easy and the ski areas so close and offer amazing mountain experiences for all levels. I believe this improved transportation system would make Utah a top global pick for any skier.	Kelly Pawlak	Website
4342	RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding effect of fracturing of approximately 8,000 resident Cottonwood Heights community with a high-speed highway. The gondola option is the best option from my point of view.	Igor Ermakov	Website
4343	The main reason is to keep traffic down in the canyon, not expanding the road, while still transporting folks up the canyon, in a comfortable relaxing fashion, while reducing environmental impact, and saving money. Additionally, the gondola could be expanded to larger gondola cars in say 20-30 years if need be. This is far and away the best option.	Bryn Carey	Website
4344	Due to impact on climbing resources, I do not support the widening of the roadway up Little Cottonwood Canyon. The canyon is used by more than just skiers, a plan should reflect the use by multiple groups and not cater to one at the cost of the others. Enhanced bus service without widening the road should be considered.	CAMERON ANDERSON	Website
4345	I support enhanced busses and shuttles with no roadway widening. This would have the least impact on climbing resources. We need to keep access to our climbing areas!	Eiiza Zenger	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4346	I support the concept of the Gondola Plus La Caille Base Station. Little Cottonwood Canyon is not designed to support the vast quantity of cars that frequent it in the winter. More people will not use buses. I see the Gondola Plus La Caille Base Station as the most feasible long term solution to solve the traffic, congestion, and pollution issues associated with cars in Little Cottonwood Canyon.	Billy Schmohl	Website
4347	I am a climber that frequents little cottonwood Canyon. I am concerned that none of the three proposed options will adequately support my ability to access climbing in little cottonwood.	Matt Haidenthaler	Website
4348	I do NOT support the gondola plan. I support a more detailed analysis of enhanced buses/shuttles and no roadway widening. This proposal would have the least impact on the climbing resource with the information currently provided by UDOT.	Kelly Stewart	Website
4349	I support the extended bus service option, as I cannot envision a scenario where widening the road or building a gondola would not have a destructive impact on the canyon water source and wildlife.	Michael Shipman	Website
4350	I am opposed to the gondola plan. I propose the bus lane and additional busses with snow sheds, as the plan that is put in place to reduce traffic in LCC. This will have the least impact on the views in the canyon, will have better use ability through out the year. It will also have least impact on other recreation that occurs in canyon. Do not ruin our canyon by putting a gondola up. Do. It listen to private industries opinions on this matter as they are only focused on the bottom line and their profit margins. We want to continue to ski and decrease traffic though this issue should not be rushed, we need to understand the environmental and recreational impact these plans will have on our community and the canyon. I implore you to listen to the community and take all things in consideration with out moving forward with a plan that will have lasting impact. The gondola we do this.	David Swan	Website
4351	Snowbird's Gondola plus La Calle Base Station is the only solution that makes sense. I can't even begin to describe how frustratingly absurd it is to those of us who need to drive 2.5-4 miles away from the canyon to catch a bus that takes us right past where we came from. I will happily take Snowbird's Gondola plus La Calle Base Station solution and will actively avoid using any of the UDOT solutions.	Ken Ringsen	Website
4352	I am in favor of the gondola.	Jim Bielefeld	Website
4353	I believe we need the gondolas in little cottonwood	Nick Vaught	Website
4354	I am for the enhanced bus service. But, I'd like to see as little disturbance as possible to the historic climbing boulders along the roadway. I feel like the gondola is a non starter just because of the huge travel times. With a dedicated bus land and snow sheds, bus's could move more quickly than regular traffic and be a much faster alternative that may not be hindered by avalanche conditions as much.	Tim Roberts	Website
4355	Gondola or buses.. I'm for either. But the key...no passenger cars in winter, period. None. That's the only way either option would work. If a drive option still exists... People won't use either bus or gondola. Like Zion np.	Torey Couper	Website
4356	I am in support of the GONDOLA option with the LA CAILLE base station. It gives access to the canyon regardless of the weather. It is also most friendly to our air quality. Please support this proposal	Mike Pingree	Website
4357	Hello, I would like to voice my position for enhancing the bus services without changing the road. I believe that the gondola is excessive and will ultimately be a bad use of money. If money is invested in more busses and more bus stops to alleviate the congestion in the parking lots I believe this is better utilization of money. The idea of a toll or a pass for users that would like to continue to drive makes sense too. As a backcountry user I think this could be a good policy if implemented correctly like that of state parks to some affect. Thanks for taking the time - no gondola or road construction please!	andrew lam	Website
4358	I am a Utah local and have loved and experienced Little Cottonwood my whole life. I ski at Alta and Brighton and climb almost daily in little cottonwood. I would love to see a better way for traffic to go up the canyon but I would hate to see that come at the expense of the local flora and fauna. Not only that but expanding the road would ruin many great bouldering spots and hiking trails. I would personally want to have a gondola or more advanced bus system rather than encroaching into the beautiful little cottonwood canyon wilderness.	Max Koszinowski	Website
4359	It can be so much simpler! Please don't destroy what we love about the Wasatch! As a homeowner in the Top of the World neighborhood, environmental planner, watershed expert, and seasonal full time employee of Solitude Mountain Resort, I agree with Save Our Canyons. It seems that we can make a big difference by offering better continuous bus service and parking options for those taking the bus. This option was not presented by UDOT, but would be the most cost effective option with the least impact on the environment.	Kelly Boardman	Website
4360	If we simply invested less than a quarter than is being proposed in some of these options, \$50 million to \$100 million in buses, transitioning 50-70% of the people out of their vehicles and onto transit well before the mouths of the canyons; if we altered behaviors by not allowing cars to line up, implemented a toll that encouraged 4 people per vehicle, ticketed vehicles for having ill equipped tires, and enforced no roadside parking as should have been done years ago -- we could make a bigger dent in the dreadful traffic woes caused by cars and would have to build nothing more in our canyons. Give it an earnest 5 -10 years, actually funding it like you want to solve the problem. We can continue to investigate long term solutions in the interim. All we know for sure is that the options before us right now, completely fail the users and the environments in the Wasatch, destroying the values that make this place special.	Walter Krebsbach	Website
4361	I like the idea of the tram/ gondola concept Support the gondola proposal. Unique solution; preserves the natural beauty; creates an "experience" for out of town travelers; long term flexibility as needs change	Dennis Schmidt	Website
4362	Greetings, I am writing to submit my comments regarding the Little Cottonwood EIS transportation alternatives. I feel the gondola is the best option, for multiple reasons. More of the same isn't the answer, meaning more busses. Using busses as the 30-year solution is short sited and isn't the most sustainable and environmentally friendly of the options. O&M costs make up the difference in the higher cost as opposed to expanding current bus services. As a resident of the area and a frequent user in the canyon, I feel a gondola will only become an attraction and something to add to the world-class reputation the canyon already has. Please do not add more busses (read: fuel-guzzling engines)!	Brian Gallegos	Email
4363	Thanks for taking the time to read. Please reconsider the effects of roadway widening for climbing access as that is a major economic attraction to LCC during the spring/summer/fall months and the roadway widening will severely impact access to areas near the road that are so popular among locals and tourists alike. Please evaluate the plan for widening and consider expanding bus (preferable electric bus) access.	Colton Gordon	Website
4364	As a citizen who recreates year-round in LCC, here are my thoughts on the options for bettering traffic in LCC. These thoughts and opinions are my own through my own research and investigation into the issue: First, widening roads due to traffic increase continues to show little to no positive impact on the issue. Please see article here: https://transpophile.com/2017/08/09/improving-transit-will-not-end-traffic-congestion-and-thats-okay/ It is not fair to the residents who reside on Wasatch to feel the blow of additional car traffic. It is the city's responsibility to find a solution with little impact to the residents who purchased homes on or near Wasatch, not the resident's responsibility. Homes and livelihood shouldn't be impacted due to the city's inability to act at the opportune time (which was arguably a decade ago). Additionally, adding more car traffic/exhaust in the canyon will have the most harmful impact of all the options on the canyon and the city. This project has the ability to set a precedent of creating good and healthy standards for Utah's development as it continues to grow. Continuing to widen roads is not the solution. Secondly, there is a failure with your options for bettering bus service or Gondola with no increase in parking outside of the canyon. Cities and communities are built on collaboration and teamwork. There are large land areas around the intersection of Fort Union and Wasatch to build parking infrastructure. Has this committee considered reaching out to corporate property owners in regard to bettering parking? Less car traffic helps surrounding corporations with their own day-to-day operations and traffic. Similarly, employees who live near the canyon mouths have impacted morning and evening commutes. Salt Lake county is a community-based culture. How can we help each other? Are members of this committee reaching out to local businesses, especially those who benefit from recreation traffic? If ample parking existed outside of the canyons, buses could be the primary mode of transit. Excluding residents of Alta and the surrounding area, all traffic could be limited to just buses or some type of monorail. As outlandish as this may seem, it's possible. All ideas are initially outlandish, especially the ones that will impact default behavior. Utah has not had to consider these options (or had the foresight to consider these options) until now because it wasn't a problem. We let this problem go on to long, and now we need drastic or outlandish measures to solve it. I urge the committee to look into public transit and better parking infrastructure. There is no reputable evidence against public transit positively impacting communities and the environment. Now is the time to do it. Our winter season is impacted by the current pandemic. Recreation will still exist in the canyons when the work to better transit is complete.	Carey Brown	Website
4365	Thank you for taking the time to read my opinions on this subject.	Bob Mack	Website
4366	GONDOLA! This will lower emmisions for the Canyon and greater wasatch from.	Royal Rose	Website
4367	I prefer the enhanced bus with road widening alternative. this could also be a dedicated bike lane in summer improving safety for the increased bicycle traffic in the canyon.	Isabelle Cella	Website
4368	Do it the gondola is lit exploring alternative transportation options to mitigate traffic congestion in LCC is important to the future of our canyon.	Alan Mark	Website
4369	I strongly feel that enhancing bus service is the best way to keep LCC both wild and accessible. The other stated improvements (gondola and road widening) will leave indelible marks on the canyon, regardless of their effectiveness.	Nicholas Koch	Website
4370	As evidence, I'd like to draw attention to the idea of Braess's paradox, which notes that creating wider roads often leads to increased use, leading you back to slow transit times and high traffic anyways. As for a gondola, I doubt anything but the fastest, largest kind could equal the speed and efficiency of a well-run bus fleet.	Sophia Palmer	Website
4371	Support Choice #2 Enhanced Bus w/roadway widening - represent the Newcomers' Club of Salt Lake City, Inc. Hiking Group who enjoy hiking in LCC during the summer/fall.	Ryan Selfaison	Website
4372	As a climber who frequently visits Little Cottonwood Canyon to climb, I would appreciate it if you considered an alternative that would allow year round access to all climbing and bouldering areas. While the enhanced bus service with no road widening most accurately fits that description, it does not come close to fitting it well. Please consider another option that will allow climbers to access climbing areas year round.	Shiona Howard	Website
4373	I think that Enhanced Bus Service Alternative with NO roadway widening is the best option. Decrease traffic while preserving recreation all along the road/canyon. No one is a fan of how much traffic LCC receives but lets not destroy places of recreation right off the road for the sake of decreasing traffic. Gondola is just an awful idea as well. Enhanced Bus Service Alternative with no roadway widening is the best option, while none really balance the ability to recreate still at spots along the road.	Abby Keeley	Website
4374	The best part about living in Utah is the pristine mountains that are so close to the city. While there is incentive to widen little cottonwood to allow more traffic & revenue, providing a climate and congestion friendly alternative would appeal to many more people. The gondola itself would be another attraction in the canyon and decrease traffic congestion overall rather than destroy the natural beauty of the mountains we all love.	mark burton	Website
4375	ok lets build the gondola	Ken Jackson	Website
4376	Why is Rail not a considered alternate? This would be a much cleaner approach than running buses up the canyon. Also this rail could be connected to the existing Trax and Frontrunner systems to connect the rest of the valley, city, and airport and pull more cars off the road. If your going to do this put in a permanent fix not a temporary solution.	Josh LaFleur	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4377	I sincerely hope that UDOT removes the building of a gondola from consideration as it is by far the worst proposal here. Despite the fact that it will take longer and likely be the most expensive for the consumer, the impact it will have both on the climbing, hiking, and back country skiing as well as the environment and the majestic views of one of the most beautiful canyons in the world, will be disastrous! This seems like it is largely motivated by the profits of developers rather than public access to the canyon. Right now there is a simple solution. Increase the frequency of buses and create a few express buses from city hubs such as downtown, Murray, and Sandy. Expand the parking lots at the base of the canyon and then create a carpool checkpoint and issue a toll to vehicles with less than two or less than three passengers. All this would be a fraction of the cost of a gondola, and would make the most sense through the various seasons. For even better environmental results, provide incentives to drivers of electric vehicles. I hope UDOT reconsiders the gondola proposal and thinks about what makes sense for the people of Utah and not just the developers and owners of the big resorts. In 5-10 years, if the aforementioned solutions don't solve the problem, then reconsider a gondola, but until then this proposal for a gondola is absolutely ridiculous.	NATHAN ROYAL	Website
4378	I support the gondola project to alleviate traffic in LCC	Roxana Dan	Website
4379	Move forward with the gondola. Less cars on the road is always the best option.	Nicholas Norwood	Website
4380	Would there be enough parking to support the kind of traffic that the canyon consistently sees?	Rachel Del Valle	Website
4381	First and foremost, we favor a Capacity Study to determine the maximum acceptable human load in LCC and plan accordingly. Failing that, and restricted to only the options in the current EIS, we favor the Enhanced Bus with Peak Period Shoulder Lanes. Here's why: 1. Most Likely to Succeed. The only way to kill the red snake is to change human behavior. While we'd prefer to avoid additional construction in LCC, Enhanced Bus alone will not be enough. People will only get out of their cars if the alternative is cheaper and faster. When people in cars see buses zooming ahead in the PPSL, they'll be more likely to try the bus the next time. Tolling for cars will also be necessary to ensure bus adoption. 2. Environmentally Responsible. Assuming we'll use low- or zero-emission buses and vans, and provide appropriate accommodations for storm water collection and runoff, road widening is possible in LCC without an unacceptable level of environmental impact. Many areas of the LCC road can already accommodate the PPSL, and others need only minor expansion. In contrast, a gondola would have a much larger environmental footprint – adding many 150' towers and the roads to maintain them, plus permanent damage to the LCC viewshed. 3. Favors More Local Users. A gondola favors tourists, and permanently excludes non-resort visitors as it only has two stops – Snowbird and Alta. Enhanced buses, or a bus/van solution, would also encourage local backcountry skiers and other trail users to take public transportation. Additionally, the current gondola plan excludes skiers from the entire southeast portion of the valley. Without the southern mobility hub on 9400 S (which is included in both Enhanced Bus proposals), south valley residents will be unlikely to adopt the gondola. No one will drive past LCC to board a bus at BCC only to head back south to LCC to board the gondola. 4. No Interconnect Exposure: Once the gondola is built in LCC, it's only a matter of time before there are proposals to extend it into BCC, Park City and beyond. We are firmly against additional construction in Albion Basin or over the ridgeline between the canyons. 5. A Note on Cost: The cost projections in the EIS are misleading. The gondola solution looks comparatively affordable because it excludes a) the southern mobility hub, and b) the snow sheds for avalanche mitigation on the LCC road. Both of those are included in the Enhanced Bus options, and should be included in the gondola projection in order to compare apples to apples. \$283M — Enhanced Bus Service \$470M — Enhanced Bus Service with Peak Period Shoulder Lane (PPSL) \$390M — Gondola Alternative	Gregg Stephanie Frohman	Website
4382	I would love to have the gondola in LCC it has my full support!	Austin Neff	Website
4383	Your proposals of increased bussing, increased lanes, or building a gondola would impose a dramatic and unacceptable alteration to the classic bouldering in lower LCC. You might compare it to permanently replanting trees on 75% of a ski resort's slopes. The implementation of any of these plans would be a slap in the face to the climbing community of SLC and the climbers from all over the world who visit LCC's world class bouldering.	Harry Edwards	Website
4384	I vote for option 1. No gondola. Please Growing up in Utah and having the Wasatch in Our backyard Has been a place unlike anywhere else. Let's keep Utah, Utah.	Jake Welch	Website
4385	I moved to East Sandy 2 years ago, and my family loves to hike, bike and ski in LCC. We also love to simply see the scenery and go up the mountain just to be present there. We do Not want more cars in the canyon all year round, especially in the winter. A young person almost killed me flying down the canyon during a snowstorm, and I have gotten stuck trying to drive up the canyon during a storm, and my wife has faced a 4hr commute from Alta to home due to the snow and massive amount of cars. To us it makes sense to incorporate several aspects of the proposals: build the gondola, and toll the canyon, and simply make it safer and more efficient for travel.	Josh Opp	Website
4386	I would love to have the gondola in LCC and the station at the bottom would be awesome	Austin Neff	Website
4387	I'm with Snowbird and like the proposed gondola solution.	Sam Liston	Website
4388	Why not build more ski resorts all up and down the wasatch and spread out the people and give everyone what they want.	Josh Williams	Website
4389	Please do a gondola :)	Peter Previte	Website
4390	A widened road would totally wipe out several climbing areas. Climbing is RAPIDLY becoming more and more popular in Salt Lake City and these areas need to be preserved.	Ryan Hurst	Website
4391	I support the gondola plus La Chi base station as it seems to address the issues most effectively & economically	Earl Middlemiss	Website
4392	I am in favor of increasing bus service (all day not just during peak hours) and incentivizing use or completely stopping entrance of cars on holidays and weekends if not local traffic. This seems to be a cost effective option as well as limiting impact to broader canyon. I do not think people will happily drive to a park and ride to get on a bus to get on a gondola. My name is Jake Hardy, COO of Ski Butlers. We are a ski and snowboard rental delivery company headquartered in Park City but service resorts throughout the Wasatch as well as many other premier North American resorts.	Emily Stigler	Website
4393	It is our position that a gondola would be the most appropriate decision when factoring in safety, long-term environmental impact and skier capacity. Along with any potential revenues that might be generated. Thank you for accepting this feedback.	Jake Hardy	Website
4394	Save the Canyon, save our environment, preserve the earth.	Lauren Carris	Website
4395	Udot has said that there are going to reduce the speed to 35 mph. Let's have that happen and see what happens before we move one with the widening of Wasatch or construction of any additional projects	Leslie Kovach	Website
4396	Rather than make Wasatch a freeway, bringing more cars and pollution up the already overstuffed canyons, why don't you make the large gravel pit into a massive parking lot with busses that run up the canyons. The park-and-rides are all completely full in winter and more solutions are needed. Adding more lanes of idling cars is not a solution. Please consider busses and a big park and ride a better alternative. You can even put a coffee shop and restaurants there to occupy people while they wait for their bus. Busier canyons packed with lanes of cars is the worst possible solution.	Blair Prowse	Website
4397	I am a Salt Lake local and recreate in LCC year round. I believe the best solution to help out congestion in LCC would be enhanced shuttles and buses. A 3rd lane will only add more vehicles up the canyon therefore yes allowing more people but at the same time adding more pollution which will impact our inersions in the valley heavily. A tram will also impact climbing areas that bring lots of tourism to the city and canyon. The locals care deeply about LCC and having the most efficient ways of getting around while also helping our pollution problem at the same time. I and others highly encourage that better shuttles and bus routes be considered first before other options!	Isabelle Galland	Website
4398	After reviewing all of the options, for environment, public safety (avalanches), and longevity I support the Gondola plus Le Caille base station option.	Charles Graybill	Website
4399	Yes Gondola. Every 10th ride you get a coupon for 1/2 off a ski day. Just throwing out incentives. Dear UDOT,	Kate DeVincentis	Website
4400	I would like to see tunnel alternatives developed and analyzed, in addition to the current transportation proposals involving enhanced bus and gondola options. A tunnel may have important advantages over the current proposals. We need to consider all feasible solutions before making this important decision that will impact our community for decades to come. Sincerely yours, Carolyn L. Orthner	Carolyn Orther	Email
4401	I support the Gondola as the best solution! Thanks	Shelby Herrod	Website
4402	I support the gondola concept. I am concerned about park/ride lots. Will there be other lots besides the laCaille lot? Will there still be limited traffic up the canyon for travelers residing at Alta or Snowbird? What will the wait time be to get on the gondola?	Scott Silverstein	Website
4403	Last month I made a comment in favor of the gondola. However after further thought and research I'd like to retract my comment and support the enhanced bus with no additional roadway capacity. In addition I think more proceeds should go towards making the park-n-rides or "mobility hubs" more accessible to surrounding communities within the Salt Lake Valley. Ideally there would be hubs where a person could get off of TRAX or Frontrunner and directly on a bus that will take them up to Snowbird or Alta with a few stops. Instead of a gondola, I would have the base of the canyon be an area where people can transfer and there are very frequent buses going direct to Alta or direct to Snowbird. One day in the not so distant future I believe those buses will not even need a driver :)	David Tillotson	Website
4404	I have concerns about all three alternatives. The gondola is very concerning because of the visual impact it will have in the canyon and the potential environmental damage as a consequence of construction of the towers and other mechanical elements. The two auto/bus alternatives that require show sheds will also be very damaging to the canyon environment, water quality, flooding, sedimentation, etc. and construction damage. Can we just eliminate the snowsheds and concentrate on a bus only alternative for transit to the ski resorts, which appears to be the only concern of the EIS. Cars could be allowed for trail access and other uses, but skiers would be required to use a bus system that is greatly enhanced in terms of frequency and capacity. Generally, speaking it just seems like there are other alternatives to try first that could reduce congestion and increase efficiency without these large and damaging construction projects. Thank you.	Jan Striefel	Website
4405	Please do it. I left Salt Lake City because of the shit show that is and was little cottonwood canyon. I live the place and would be happy to see a gondola instead of a huge road with tunnels.	Jeffrey Sawyer	Website
4406	I like the idea of the Gondola Plus plan. I think it makes a lot more sense to have a base station more removed from the narrow confines of the canyon from both an environmental and logistical standpoint.	Gabriel Bellante	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4407	I believe that enhanced bus is the best option as long as the buses are electric. I think the environmental impact would be too great with the road widening and gondola options. Plus, it seems that this could be implemented much faster than the 2 other options. I also believe that tolling on the BCC & LCC roads would be helpful. My only concern here is the lack of parking at the base of the canyon. If the parking lot is too far away from the canyon base, I think bus use will decrease. But if there were a toll for driving a car, it seems like taking the bus would become more desirable for users.	Jane Hudson	Website
4408	I vote NO to widening the canyon for more lanes or gondolas. As a local skier, there are too many people being enticed to come here with programs such as Ikon which has increased the numbers skiing here. The cost of expanding the access to the canyon/ski resorts only provide additional profits to the ski resorts, but it also increase our cost as local residences to ski here. With the expanding the road the ski resorts will have to expand there facilities which cost will be passed on to us local ski residents. A better plan might be to provide better and more bus transportation to the resorts. Locals ought to be given consideration on the cost of skiing and parking passes.	Jeff Stevens	Website
4409	I think that a gondola system should be constructed to ease the traffic flow up Little Cottonwood Canyon. This might be more expensive than other options but it will have a long-term positive effect.	Greg Tanner	Website
4410	I like the idea of the Gondola Plus plan. I think it makes a lot more sense to have a base station more removed from the narrow confines of the canyon from both an environmental and logistical standpoint. My major concern with the gondola is capacity--will this project really make a large enough difference thinking longterm and the ever-increasing popularity of the Wasatch. If not, than more progressive ideas or permanent solutions should be explored, such as a elevated train, etc.	Gabriel Bellante	Website
4411	Something reasonable and sustainable would be ideal. I do not think widening roads is a good plan in canyons ruining the landscape. A gondola seems like a great solution.	Allison Pippin	Website
4412	Gondola for sure the other options will just make the air worse and may not even solve the problem. Please gondola.	Joseph Enniss	Website
4413	I fully support a gondola and additional parking at the base of the canyon. This makes good sense both environmentally and economically.	Dave Sacco	Website
4414	I support the gondola proposal	Lionel Longson	Website
4415	I would like to amend my comment that the Gondola Plus La Caille proposal by Snowbird would address all of my concerns stated previously. Please consider this as the best option.	Josh Rhea	Email
4416	Gondola	Leea Sorensen	Website
4417	As a Snowbird pass holder and backcountry LCC skier, as well as summer climber, I vehemently disagree with the proposed gondola. While we do have a serious traffic problem in the canyons, I do not think a gondola is the answer. This gondola serves only the resorts, and will be a developmental eyesore to backcountry users year round. Not to mention, I have deep concerns about the potential for development it opens the canyon too. I believe the right solution is increasing parking near the base of the canyons and improving bus access and efficiency for all users, such as more busses and stops at backcountry trailheads. There is no need to invent a new system, but we should improve the current one.	Cassidy Van Deursen	Website
4418	Has anyone considered maybe making the first hour or 90 mins after a canyon opening buses only? This would drive people to the buses real quick if they felt they might miss a powder turn. If they didn't take the bus. Or make 7-8:30 or 9 am on high traffic days bus access priority or buses only? With exceptions for employees, residents, and those with reservations at the hotels.	Matthew Rocha	Website
4419	I support the gondola being put in LCC!	Mara Kushner	Website
4420	Save the canyon, no more cars	Jyst De Boer	Website
4421	7-7-2020 Greetings EIS Crew, I have been traveling Little Cottonwood Canyon since Snowbird opened almost 50 years ago. In that time 4x4, all-wheel drive and snow tires have become more common and of better design. One thing that has not changes is the laws of physics that come in play when a very small patch of rubber riding on ice is all that separates a safe journey down the Canyon from one with more dire consequences. Three snow sheds will not change the icy surface whenever a storm hits the canyons. It is my opinion that rubber tires, ice and snow do not mix when we are talking about 1000's of vehicles traveling that canyon every winter day. Yes you can make the road wider with more lanes but then you just have more vehicles going up and down. You have designed dedicated Bus Lanes, but have you ever driven up the canyon on a Powder Day? People presently do not follow the laws on not crossing double lines. Many mornings the race up the canyon has cars three wide trying to be first to the chairlifts. Coming down the same happens, generally with one or more cars coming in contact with each other or the mountain. There is no way to delineate the bus lanes other than markings on the roadway which will be covered by snow even if people followed the safe driving laws. Asking the UPD to increase traffic enforcement will just bring folly as on heave traffic days as there will be no place for an officer to pull someone over. More lanes will but only be more problems. Snow Sheds? The plan is to protect 3 avalanche paths when there are 64 known slide paths in the canyon. The study is two years old and did not include this past shortened season where huge slides came down in place not seen in years. Why this year? Who knows, but maybe with global warming, debatable to some but not to any skier I know, the type of snow is changing. With those changes, how soon will more of the slide paths come into play beyond the main 3. Will we just build more and more sheds? In my opinion the Gondola is the only solution that can move people in all weather while reducing traffic on the road. What needs to be changed from the EIS is access to the Gondola. Based on the existing plan having one Mobility Hub is not enough. People will not drive past the mouth of Little Cottonwood Canyon only to ride a bus back. Anyone coming from the South will turn East on 9400 South and just drive up the canyon. So much for cutting traffic. This was proven a few years ago when UTA cut the busses from the North expecting people to drive past the canyon to catch the bus at 9400 South and 2000 East. People will just not do it. And not having the space to allow people to at least drop people at the Gondola base is just asking for trouble. People in my opinion will drive their kids up rather than take them to the Gravel Pit Mobility Hub if they are coming from the South. A better for all would be busses from 9400 South & 2000 East and the Gravel Pit going to a Gondola Station at the La Caille Base Station as proposed by those who have formed www.gondolaworks.com. This proposal seems to solve more issues than having one or even two Mobility Hubs. In my opinion this solution would provide an option that will work much longer into the future than any of the options making changes to the road or the one Mobility Hub. Plus it would add more parking which looking into the future will be always needed. Dave Fields, President of Snowbird, has forwarded to me the letters he has submitted in response to the EIS. I fully agree with all of Dave's well-presented points. Please go with the Gondola option and look to start it at the suggested La Caille Base Station. Thank you for allowing me to submit my opinion. Sincerely, John Cotter Director of Skier Guest Services Snowbird	John Cotter	Email
4422	What an intriguing idea. If we can make it cost effective , it is the best proposal I've seen. How cool and enjoyable to ride a gondola up the canyon to the resorts!	Mark Hesterman	Website
4423	Switzerland has the most efficient gondolas!! Why can't we have one? It is pollution free and saves our roads !!!	Cindy Dechart	Website
4424	Gondola makes a lot of sense from a pollution perspective, considering SLC air quality problems, thank you	beau carlson	Website
4425	I would love to see this option implemented, I think Little Cottonwood Canyon has enough problems with the road during winter time, and I Utah should consider implementing a more preservative and sustainable option, like the gondola with the La Caille base station.	Katie Clayton	Website
4426	Have you considered using a rollercoaster? I suspect you could build a series of lifts and drops that could get people up and down the canyons very efficiently and the cost would be much lower than roads or gondolas. The carts could be covered and it would be a wonderful attraction in the summer. By keeping the pitch transitions moderate, you could eliminate any motion sickness issues and these are simple machines. Very low cost to maintain them. Plus, we have great companies in Utah that build them.	Joe Benowitz	Website
4427	Little Cottonwood is SLC's greatest resource. preserving this resource should be top priority.	Brian DiLoreto	Website
4428	I am not a skier, however I frequently use Little Cottonwood Canyon for ice climbing in the winter. I do not like the idea of building a gondola on the north side of the LCC road. I am most in favor of increasing public transit (buses) and not widening the road. I am concerned that road widening will negatively impact access to areas in the middle and lower parts of the canyon in the warm months for climbing and hiking. I am also not in favor of any plan that would limit parking on the shoulder during the winter. I frequently visit parts of the canyon that do not have accessible parking in the winter and have to park on the shoulder of the road. Thank you for the opportunity to comment on the Little Cottonwood Canyon EIS Draft Alternatives. It is clear that a great deal of work has gone into developing these alternatives, and I appreciate the effort. Generally, I support the Gondola Alternative as it mitigates avalanche issues, avoids additional roadway widening in the canyon, has a small footprint, is highly efficient and has the potential of increasing capacity if needed. Since a LaCaille Base Station proposal has now been developed, it should also be evaluated in the context of the current EIS. It may bring many benefits to the table.	DYLAN PIKE	Website
4429	One of the issues with the Gondola is the impracticality of stopping at trail heads. There should be further analysis as to how these trailheads can be served now and into the future with transit. Trailhead improvements and reducing the associated roadside parking will greatly improve the safety and traffic flow over the coming years. Resort roadside parking has become a major component of resort capacity. While reducing roadside parking at the resorts will improve traffic flow and safety, this parking should not be expanded or eliminated until additional transit capacity and valley parking is achieved. Many Thanks,	Randy Doyle	Website
4430	I live east of the proposed lane widening. While we do need to address the traffic issues, more lanes is not the answer. It will only lead to more cars on the road and more pollution. Please consider improved bus service and light rail.	Jonathan Pace	Website

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4431	In regard to environmental impact (each car that drives up and down Little Cottonwood Canyon emits approximately 24lbs of CO2 (so I am told)) and human and transportation safety priorities, a "ropeway" (gondola) transport system far and away provides the BEST long term solution for addressing transportation of thousands of outdoor enthusiasts up and down Little Cottonwood Canyon. I have had the opportunity to experience ropeway systems (as they are called in Europe) in much of the mountainous terrain of Europe over many decades, and the ropeway approach to transportation is significantly better than cars and buses (which often have poor tire traction and no traction when roads are icy) as a means of transport in narrow mountainous areas subject to avalanche and road safety challenges. I fully support the Gondola Plus La Caille base station solution for addressing long term transportation improvement in Little Cottonwood Canyon. With best regards, Jim Bass	Jim Bass	Website
4432	I appreciate that there isn't a "blow out the whole LCC road and widen/increase the travel lanes" option. Thank you. Please choose the options that make non-auto modes faster than driving. Do not use personal vehicle convenience as a criteria in ranking the transit options, some of which (of the four initial options) are better than what made it through all levels of screening. Otherwise, people won't choose those modes and traffic will get worse. Please do not remove or narrow the uphill bicycling shoulder, either through widening, restriping, or the wrong implementation of the transit shoulder lane. I support increasing transit mobility and the shoulder lane, yes, but not at the expense of bicycling access. You state "peak use", but that could be in use during an event in the summer when bicycling is also popular. I don't agree with the assumption that they are mutually exclusive modes or times of year. Thank you for the snow sheds idea. Reliability on and infrastructure condition of the road is very important. Please implement, particularly if a transit option (and not gondola option) is chosen. Related to Wasatch Drive, all of the options I saw in the story map and other materials do not make Wasatch Drive safer and only minimally improve traffic. I believe there are far better ideas to improve reliability, slow speeds, improve bicycling conditions, etc. Additionally, the right turn lanes are much longer than they need to be, particularly for the residential developments east of Wasatch Blvd, which do not see enough peak hour right turns to justify that length. Thank you. Whatever you do, make non-auto modes more desirable, safer, and our infrastructure more beautiful.	Tom Millar	Website
4433	I believe the gondola is the best option. Clearly more buses would help but not in the same way as a gondola as it still adds traffic. In the post OCOVID world, you may want to consider a smaller 6-10 person detachable gondola used at many ski resorts. my further hope is this would continue to Solitude/Brighton then to Park City/deer valley linking al the resorts.	Duncan MacLean	Website
4434	I support the construction of a gondola/tram to move skiers and riders from the bottom of LCC up to the ski resorts. Stop and go traffic nearly killed my transmission two winters ago.	Jeremiah Paquette	Website
4435	Gondola. Time for change and creativity. Don't make the mistake of creating more traffic with a bigger road. Gondola. Gondola.	Todd Cahill	Website
4436	You can still have more people transported in to the canyon with ways that will preserve the canyon. Wasatch Resort homeowner and full-time resident.	Ethan Godlesky	Website
4437	I am not in favor of widening the road. I am in favor of a gondola, but not the 1000 hourly persons option with no parking at the base. We need a gondola that can carry larger capacity, and has a parking structure. The private gondola seen here https://liftblog.com/2020/06/30/landowner-proposes-alternate-little-cottonwood-canyon-gondola/ is clearly a better option as it provides parking and would triple the proposed uphill capacity laid out by Udot. I do not believe that the gondola option and snow sheds should be mutually exclusive. It seems obvious that snow sheds need to be constructed in order to save lives. Put yourself in the shoes of those responders who have to constantly dig people out of avalanches. The families of those whose loved ones are involved in the accidents. Snow sheds are a very simple proven option and should be constructed no matter what happens with the road. I am in favor of more busses. I am not in favor of a wider road. From my naive perspective, it seems that busses could be split with a summer location. For example, Zion National Park runs a fleet of busses from March until November into their park. We could split the up front cost of purchasing busses with a similarly seasonal destination. I do not support options that require a fee for users to enter the canyon. Outdoor recreation needs to be available for all income levels. As a resident of the canyon, I support the private gondola, and want to see snow sheds built to protect the existing road. There is no slowing the growth of the city, or outdoor sports. Thanks.	Spencer Harkins	Website
4438	I'm not in favor of the gondola proposal or the road widening proposal due to the impact it could potentially have on popular climbing and backcountry access areas. The enhanced bus schedule seems like it could be a good solution. The gondola seems to only cater to ski resort users as it doesn't even have any stops for popular climbing or backcountry access areas. I also don't love the way it could disproportionately affect access into the canyon for people that might not be able to afford the gondola/resorts	Logan Bentley	Website
4439	I support the gondola	Kyle Cline	Website
4440	A gondola is a terrible idea. It will give 900 people an hour access to get up the canyon while we know that 21,000 people an hour are trying to get up the canyon. So does that mean the other 18,000 are still in traffic and possibly even worse bc now we have to backtrack to a parking lot, which will no doubt have traffic problems, and then get on a bus, and then transfer and then get on a gondola??? I live in Granite and would have to backtrack to park and then take a bus and then transfer to the area I live in to get up the canyon. In your own material you have submitted to us for review and comment we can do simple math and see that by adding a gondola you are creating MORE PROBLEMS. An added lane is also an eyesore, look at Parley's, it makes me want to cry. But in this situation the added lane is the best option as a gondola is one serious eyesore to the natural beauty - the reason so many of us are here. Honestly, does it even matter what the public has to say? You guys are the worst. You refused to work with watershed managers and other local groups to help protect us and the nature that gives us literal life. It feels like a total scam that you'd even ask for our input as if you value it. But please, Please, I am begging you guys, do right by the people you serve. Stop serving your own interests and pushing for an interconnect which we know is what will continue to happen with a gondola. Please, again, listen to us. And honestly, why can't we consider tolls. What about an underground electric train? I don't get why our "solutions" are really only things that serve to create more problems. It doesn't take years to see this or surveys, it takes common sense and good human decency. PLEASE YOU GUYS, DO NOT MAKE THIS WORSE WITH A GONDOLA.	Shandi Kano	Website
4441	I support the Gondola.	Emilie Knight	Website
4442	I do agree with the gondola option. But in the meantime , tolls must be instituted to encourage people to use public transportation or car pool.	susan hildebrand	Website
4443	Advancing bussing techniques seems to be the to go. A gondola!? Would be such a massive project and the least effective. when you take how much of an impact a gondola would have on the canyon and what traffic would be like just to get on the damn thing. Would the gondola only go to the top of the canyon or would the be gondola stops throughout the whole canyon?! A third lane is also a huge project but more reasonable than a gondola. The main concerns with A third lane is the environmental impact but also most of the canyon is cliffs and hills right off the road? Just the demolition alone would fuck up the canyon traffic and the canyon itself. And finally to the most reasonable solutions is getting more buses up the canyon. Most people should be taking buses anyway or carpooling so adding more buses hopefully they don't end up to be empty seats	Diego Peggs	Website
4444	After looking at the possible alternatives for Little Cottonwood Canyon Rd, I support the Gondola option. It would be less destructive of the valley going up to the mountain and is less expensive. I have been a condo owner at Snowbird for 45 years and would like to see that trip to Snowbird stay as it is. Plus a Gondola ride to the mountain would be quite an experience and would generate year around tourist dollars. It would provide a reasonable way to have a day in the city when you are spending a week at the resort and would like a day out. So my vote is for a Gondola	Gay Fawcett	Website
4445	I'd vote for plan #2 with strong enforcement of snowtire rules. People with the proper tires should get window stickers; this would save a lot of time.	Todd Schreiber	Website
4446	I would like the Enhanced Bus Alternative (without roadway widening)	Johnathan Keefer	Website
4447	I'm for enhanced bus service. The other options are too hard on the canyon. Hello,	Brian Smoot	Website
4448	Please consider any option besides the Gondola. Inserting a Gondola structure into Little Cottonwood Canyon could resolve some traffic issues, however it would not be worth the visual pollution that it would bring with it. LCC is a pristine oasis from city life, we do not need a man-made structure bringing aesthetic noise to this beautiful canyon. Please consider other options. Thank you	Kyle Goupil	Website
4449	I don't agree with the gondola. It will impact climbing and not allow climbing with ease.	Mike Kraszewski	Website
4450	Please consider the current recreational activities that exist in the canyon. Roadway expansion or a gondola could cause great harm to the current roadside activities. Enhanced bus service with no additional roadway expansion would preserve the area the most.	Andy Summers	Website
4451	I am an annual visitor and timeshare owner in Snowbird. I SUPPORT THE GONDOLA PLUS LA CAILLE BASE STATION	Ilene Celniker	Website
4452	Not sure if I commented already. I am in favor of the new and dedicated bus lane alternative. The gondola, while amusing, would both severely damage the LCC viewscape and given the fact that we'd have to park, wait for a bus, take a bus, wait for the gondola, then ride the gondola would make getting up the canyon an extremely time consuming ordeal. The dedicated bus lane option would allow for direct transportation to Alta or Snowbird from dispersed locations throughout the valley. Add in snowsheds and reliability of transportation also goes up. This plan would also continue to provide access - via individual transportation, to the climbing, hiking, and backcountry touring options lower in the canyon while a gondola would not. For example I could easily see certain bus routes stopping at the White Pine trail head. Not an option with a gondola.	John Bird	Website

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4453	<p>I side with the SLCA recommendations to support the Alternative of Enhanced Bus and no additional roadside capacity, with caveats (#1-14 below), as this Alternative would have the least impact on climbing. Overall, any Alternative needs to carefully consider dispersed recreation, especially in the lower part of Little Cottonwood Canyon. The climbing areas in the lower portion of the canyon are heavily used throughout the year and the Alternatives will potentially negatively affect the user opportunities, user experience, and environment.</p> <p>The SLCA has invested heavily into the recreation infrastructure in the canyon via hundreds of thousands of dollars in a sustainable trail system that spans both USFS and private land. The potential impact to this trail system needs to be analyzed. Further, there must be analysis of the visual and auditory impacts to the climbing and bouldering resources that are in close proximity to the roadside. Finally, UDOT should analyze the loss of these resources due to road widening, road re-configurations, and/or gondola infrastructure. SLCA recognizes that the removal of roadside parking along the highway increases safety and has responded by working to formalize trails and increase connectivity from centralized parking and access points such as the Little Cottonwood Canyon Park & Ride, Gate Buttress and the Grit Mill parking lots. However, during the winter months these parking lots are not available to climbers because they are full (skiers), closed, or unplowed. As such, roadside parking is utilized. UDOT must analyze how the elimination of roadside parking during the winter months will impact climber access. In addition, the EIS must also include substantive analysis on the following:</p> <ol style="list-style-type: none"> 1. Analysis of current and future dispersed recreation usage, transportation and parking needs in the whole of the canyon during all times of the year, spring, summer, fall, and winter. Dispersed recreation areas including, but not limited to the lower LCC Park & Ride, Grit Mill, Gate Buttress, Coalpit, Y-Couloirs, Tanners, Mt. Superior, and Heligate. 2. Analysis of impacts contributing to anthropogenic climate change. 3. Analysis of public transit options for dispersed recreational users. 4. Analysis of metrics for how vehicles will be reduced in the canyons. 5. Analysis of how tolls will impact dispersed recreation and aid in maintenance and infrastructure of dispersed recreational resources. Dispersed recreational users travel at off-peaks hours. 6. Contain substantive details, including GIS referenceable points for road improvements, including widening, passing or third lane, realignments, or the installation of snowsheds which will have impacts on climbing resources. 7. Contain substantive details, including GIS referenceable points for the gondola, including base station, tower locations, tower heights, and terminus stations which will have impacts on climbing resources. 8. Contain substantive details on the transportation hub including plans for public transit connectivity to the hub from the Salt Lake City Airport, as well as along the Wasatch front and back. 9. Contain substantive details on the transportation hub Alternatives to the "Gravel Pit" location which is on private land, currently in use for the foreseeable future (5-7 years) 2 and may not be available afterwards. The transportation hub Alternative should include locations utilizing public land, namely part of the Old Mill Golf Course. 10. Contain details on utilization of transportation when multiple forms are required. That is, will people drive to a transportation hub, take a bus, then a final bus or gondola over just driving directly to the destination? 11. Contain capacity analysis for the additional parking at White Pine Trailhead. It is proposed to expand the parking at White Pine Trailhead to well above the recommendations without any analysis. 12. Contain details on the environmental impacts, including visual, auditory, wildlife habitat. As well impacts to the scenic byway designation. 13. Contain analysis that there will be continued traffic growth in the canyons. The ski resorts have a finite capacity and will not be able to expand. 14. Contain analysis to economic feasibility of a running gondola and how it would be operated such as via a private/public model. 	JILL ADLER	Website
4454	I think it would be so much better overall	Christian Tenney	Website
4455	We need to think of LCC as more than just a single-use canyon. While the gondola may make the most sense for in-bound skiers at Snowbird and Alta (many of which will be visitors and not local taxpayers), how does this project (as well as the road widening project) affect the local rock climbing and back country skiing community? There is world-class rock climbing located in the canyon that is mostly frequented by locals that will undoubtedly be negatively impacted by the infrastructure of these projects if local bodies are not consulted. Please think about all types of recreation that occur in LCC for the future of LCC!	Dennis Pruzan	Website
4456	Enhanced bus seems like the best solution	John Mietschnig	Website
4457	These proposals appear to be mostly focused on the end of the canyon activities ie snowbird and Alta but does not take into consideration the large amount of down canyon activities such as climbing, MTB, and hiking. Some of the worlds best climbing exists in LCC and it would be a shame to reduce the access especially as the sport is growing so much.	Jack Hill	Website
4458	I am a climber and user of public transit. I agree that there should be a solution to the traffic situation in LCC during the wintertime. LCC is a beautiful canyon that lies near and dear to many local and nonlocal climbers and I support the enhanced bus service with no road widening. This would allow increased access to the canyon in a safe and feasible manner, without destroying the natural beauty with an obtrusive gondola or construction to widen the road. The enhanced bus service seems to be the ONLY alternative to the lacking bus service currently available. I respect everybody's desires to admire and utilize the canyon, and I hope people will respect climbers' needs to keep the canyon natural. Thank you for your time.	Emily Pitsch	Website
4459	I am very concerned about the impact on other forms of recreation in the canyon, especially hiking and rock climbing. It is already hard to find safe spaces to park in the canyon. What is the impact on wildlife? I am also concerned by the gargantuan cost of these project. How much will a single ride uphill end up costing overall (more than 30\$?)	Christopher Hacon	Website
4460	The Gondola options is not desirable. It requires too much construction and not enough people moving capacity. But also, none of the proposals adequately reflect how many users of the canyons want to travel to their destinations. Park and Ride lots do not appear to provide adequate ability to conveniently catch a bus and contain the cars that would otherwise be up the canyon. We need better bus routes, more frequent up and down accordion busses and no lane widening. With adequate and convenient busses plus a large toll for non-carpool cars, many studies outside of UDOT show that capacity could be managed quite effectively. I would like to see busses and no further construction.	Gregory Corey	Website
4461	I prefer the enhanced bus service alternative that does not require road widening. Both road widening and the gondola would ruin the natural aesthetic of Little Cottonwood Canyon. Additionally, the gondola would only serve resorts and would visually ruin the natural environment of the canyon for climbers and backcountry skiers. The enhanced bus service with no extra lane would have the least impact on the canyon and only a parking garage outside of the canyon would be necessary which would be cheapest to build.	Robin Fults	Website
4462	As someone who regularly performs outdoor recreational activities in LCC it is essential to the community to maintain the opportunities currently established and even provide for more. Many options in the draft such as widening the roadway for increased shuttle service or adding a gondola both have an environmental and recreational impact. Of the proposed alternatives to address increased traffic to the resort, I advocate with SLCA to opt for increase shuttle services without widening the roadway. There are many climbing opportunities that would be sacrificed, in turn decreasing the climbers tourist traffic and having an overall impact on tourist economy. As a climber, it is a core motivation to enjoy our mountains to the fullest, while leaving as little trace. While increase in the resorts has been economically beneficial, removing and/or greatly altering what people came to experience nullifies the entire purpose.	Janel Barney	Website
4463	Please install a gondola and a large parking lot at the base of the gondola. See Silver Mountain in Kellogg, Idaho. There system is awesome	Shelley Tucker	Website
4464	I think the best option for LCC is to widen the road and improve the bus system. A gondola sounds exciting but it will ruin the natural aesthetic of the canyon. I can't imagine looking across or up the canyon and seeing wires and towers all the way up. Also it would only serve those going to the resorts, the majority of which are not even residents of Utah. Why is Utah paying for something that really only tourists will use? I use the backcountry trails in the canyon so I always drive up the road because there are no bus stops at any of those places. Widening the road will save the traffic in the canyon and improving the bus system and hopefully including more stops will make it easier to access different areas of the canyon and make it more enjoyable. But something that I did not see in any of these proposals is to increase parking at the bottom of the canyons. Right now those parking areas are filled by 9 am on the weekends. Taking the bus or even a gondola is not an option if there is no where for people to park and ride. We have too many people enjoying the canyons in the winter and no one will use an expensive new gondola or bus system if there is no where to leave their car. The crowded problem in the canyon will not improve if we don't fix the parking, no matter what fancy system is put in place.	Kylie Bytendorp	Website
4465	I haven't been able to thoroughly inspect UDOT's alternatives for expansion in Little Cottonwood Canyon, nor am I an expert in this area, but I want to share my opinion in regard to climbing access in Little Cottonwood Canyon. I started climbing in Little Cottonwood Canyon 10 years ago. I traveled from the south of Utah County in order to experience the climbing in such a unique canyon, and after having moved to Salt Lake City 5 years ago, it has been an area that I frequent, and is my favorite local destination for climbing. My friends and I do our best to carpool or at a minimum at least meet at the Park and Ride in order to only take one vehicle up the canyon at a time. It would be difficult to access many of the climbing areas that we often go to if we were not able to do so with a vehicle, though I do acknowledge UDOT's need to expand access to the canyon due to our population and tourism growth. I would request that you please allow for groups in individual vehicles to still be able to access the areas where we love to climb. Thank you,	Matthew Cloward	Website
4466	- Matt Cloward		
4466	I highly am against the gondola, that only benefits those who are going to the ski resorts. I use the canyon all the time for hiking and would love if there was a bus system (needing a parking lot for park and ride) get less cars up the canyon!!!	Lindsay Nelson	Website
4467	Hello, I appreciate the work being done to manage traffic in LCC. As a year-round user of the canyon, I strongly support enhanced bus service without roadway widening. The other alternatives would adversely impact climbing and hiking in the canyon. A continual, free shuttle service would be particularly useful, similar to those used in areas like Breckenridge. Thanks for your work. Best, Vanessa Wall	Vanessa Wall	Website
4468	Been enjoying the canyon since 1976, time to reduce the traffic.	Mark Overson	Website
4469	Yes, I'm all for the Gondola alternative. Unfortunately, Snowbird has become so popular that the crowds are out of control. It appears to be similar to what Breckenridge has today. Expanding LCC seems to be environmentally unfriendly and aesthetically unpleasant.	Javier Damien	Website
4470	Please chose the route of an enhanced bus service alternative with no roadway widening. As someone who spends a lot of time in LCC skiing, biking, climbing, and hiking, an enhanced bus service will have the smallest impact on the environment I love to enjoy. One of my biggest concerns of a widened road way is that this is a band-aid approach to a transportation issue. By not addressing the actual problem, how people are transported through the canyon. I also urge everyone to consider what a gondola would look like polluting the majestic uninterrupted mountain views, not to mention the environmental impact to build and maintain this new infrastructure.	Shannon Legge	Website
4471	Alternative bus w/no widening of road	Jeffrey Degenars	Website
4472	I do not support putting in a gondola in LCC. I think it would be an eyesore in the entire canyon. I also think that throughout the year it would be underused. Even on busy weekend pow days, people would still choose to drive up on their own if that option is available to them. I think that Zion National Park has the correct formula for transporting many people up and down that canyon. LCC should follow suit and greatly expand their bussing system, even to the point of closing off the canyon to private vehicles on heavy use days.	Randy Vanurden	Website
4473	I support the gondola.	Matt McGinnes	Website
4474	Enhanced bus with no additional roadway capacity seems to be the most logical solution. If people are not willing to ride the bus, widening the road for the buses will only be an expensive effort with little effect. Using the enhanced bussing for now allows us to cost effectively see if there is an impact before spending more money. I believe the gondola option will create more issues than it resolves (environmental, parking, traffic, support/maintenance, ect).	Patrick Calder	Website
4475	Finally, none of these take into account downcanyon access. There are alot of people that recreate downcanyon from the ski resorts. Banning cars on the side of the road or not providing them areas to park will severely impact peoples ability to access all that LCC has to offer.		
4476	I support enhanced bus service in LCC. Please don't widen the road!	Tristan Smart	Website
4476	The gondola would be the best solution. Please add parking at the gondola base instead of requiring a bus ride	Steve Heckendorn	Website
4477	Hello UDOT, Thanks for letting us weigh in on this! I think the Enhanced Bus option is best (no widening). This will also help people see that buses are not so scary and perhaps lead to more bus use across the valley. Gondolas are gross, inefficient, and expensive. Buses will provide jobs, and can be converted to electric models as the tech progresses.	Shane Benhoff	Website
4478	Thanks!		
4478	I support the gondola! Would be so much easier and better for the environment	Caroline Powers	Website
4479	I do not support building a gondola through LCC. Building such a transit option represents a significant environmental and ecological disruption. More-so, it is very costly, and will be extremely ugly! I can also only imagine that the gondola ride itself will be quite a bit more expensive than a current Ski Bus one-way fare, which is already arguably unaffordable to many individuals who would like to recreate in the canyon. I DO support increasing bus capacity, and incentivizing public transit options through tolls on personal vehicles traveling in the canyons. While a designated bus lane that converts to a designated hiking and biking lane in the summer months, I a) don't think it is possible to eliminate roadside parking in the canyons, and b) worry about the environmental impacts of such an expansion. This voter says NO to the gondola! YES to increased bus service and Wasatch expansion (and yes to tolls!)	Alexandra Gero	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4480	Gondola sounds expensive to only serve one user group. What about climbing access?	Trevor Long	Website
4481	Alternatives Comments from League of Women Voters of Salt Lake City	Jan Striefel	Email
4482	None of these three solutions are the best option for our canyons. A gondola would be horribly inefficient and would create such a minimal impact on traffic that it is no where close to being worth the cost. In addition, parking for such a gondola is planned to be only enough for 2500 cars and the gondola could only carry 3000 people throughout the day. This is not enough transportation. Enhanced buses will not attract more people. The hubs are poorly positioned to make people drive to get on the bus, an unattractive option while carting around ski gear. We need better transportation, yes, but we need bus hubs throughout the city. We don't have space at the bottom of the canyon to park all these cars. If we want any lasting effort made to save our canyons, we need to limit cars not only going into the canyons but immediately surrounding the canyons. I live at the base of Big Cottonwood and can barely leave my house on weekends due to the traffic along Wasatch, but expanding the road only disperses cars and they continue to emit fumes into the air. If we actually want to reduce the number of cars, we need more bus routes picking up throughout the valley. We need options that don't require people to move all their gear three or four times. Work with the transit hubs and parking lots that we already have and give us more buses, throughout the year, not just in the winter.	Dani Sadorf	Website
4483	With already bad pollution in the winter months, I don't see how increasing the amount of cars going up will help. I heard the proposal for the gondola last summer while working at snowbird. I think the gondola with not only help with winter traffic, it could also make summer traffic safer and more efficient.	Alex Saunders	Website
4484	I think the enhanced bus service, without lane-widening is the best. Widening the highway would have more significant impact on the environment (noise, pollution, loss of wildlife habitat, viewscape). It would also limit access to dispersed recreation throughout the canyon, which I enjoy as an avid rock climber. From the perspective of climate change and fossil fuel-burning, an enhanced bus system without lane widening is preferred. There must be more incentives to use the bus (e.g. tolls, occupancy requirements for cars), because otherwise everyone will just drive. That also means bus stops at trailheads and climbing areas along the route! I am most gravely concerned about the environmental impact. Thanks for considering my comments.	Gilbert Moss	Website
4485	please consider the gondola	Ian O'Gorman	Website
4486	Keep the canyons pristine. Along with our air.	Halley Keller	Website
4487	I do not think the gondola is a good idea. Either enhanced bus service or roadway widening. I think it'd be smart to limit the number of cars each day and then the remainder of people would have to take the bus. I believe that the gondola would just get really long lines and it wouldn't be super popular. It also has the greatest human impact and will cause the largest human footprint in an otherwise beautiful canyon! Please avoid building a gondola, thanks!	Cammy Stukel	Website
4488	Absolutely support the idea of a gondola. Winter pollution is not just ugly, it's dangerous. It's time Utah show that it's truly a friend to the environment and consider a canyon gondola.	Spencer Anopol	Website
4489	After reviewing the proposal and cost analysis, the gondola is the obvious choice. It would be in the best interest of little cottonwood canyon, Salt Lake city, and Ski Utah to opt for this solution.	brent amsbury	Website
4490	Enhanced bus no widening. Thanks.	John Pease	Website
4491	I am pleased to see that alternatives are being studied to relive the traffic congestion up Little Cottonwood Canyon on powder snow days. My first choice of the three alternatives in Enhanced Bussing - alternative # 1. This is the cheapest and easiest to implement. If the "snow sheds" are built with possible road expansion in the future it will allow for alternative # 2 to be implemented at a future time as needed. I didn't see any discussion about how many days a year the canyon is congested. As a Season Pass holder I ski over 80 days a year and I know the "powder days" can be a problem, but I don't think those days occur over 10 -12 times a year. I feel on "normal" days we should be allowed to drive our own car up the canyon. On days when congestion will be a problem then bussing with busses leaving every few minutes will be a welcome alternative. Why run the busses every few minutes on days when it is not needed? I do not understand why alternative #1 has the highest yearly maintenance costs at \$9.0 M/year. It seems that alternative # 2 would have similar yearly costs - if not higher costs. I also think senior skiers (over age 70) should be allowed preferred access because of some limited physical conditions. I did not see any discussion about the cost of using the bus or gondola. Is this going to be free? I doubt it. If the gondola option is the preferred alternative, then a large parking area must be provided at the base station. Parking at several "mobility hubs" and then bussing to the base station will only cause additional congestion and difficulty accessing the ski areas. If the gondola option is preferred then it has to be easy and quick. Also, it is hard to believe the yearly maintenance costs for the gondola will be the cheapest. Thank you for providing an opportunity to comment on this very important project.	Paul Allen	Website
4492	I live at 8074 Mountain Oaks Dr, Cottonwood Heights, UT 84121, and my home overlooks Wasatch Blvd. I spend winter mornings trapped in my neighborhood as I wait for the traffic on Wasatch Blvd to clear so I can leave my home. I watch packed busses stuck in the "snake" on Wasatch with thousands of single occupancy cars. I am a strong proponent of transit, active transportation opportunities, and improving air quality through reduction of VMT's. I would like to offer my support of the gondola option because I believe it is the best option to improve air quality in the Salt Lake Valley. With that being said I think this option is missing the mark with only two east side mobility hubs. I would like to suggest that UTA/UDOT initiate a study that examines transit connections to the hubs from other areas in the Valley. This option really supports the east side residents and also brings more traffic to this area. This also seems like it is a white privilege option so I would like to recommend looking at ways for low-income and minority populations to access Little Cottonwood Canyon, which is such a beautiful asset in our state. If the gondola is the preferred alternative I recommend a year-round service as this would be a great way to access the mountains in the summer months. I prefer the imbalanced lane on Wasatch Blvd with a focus on active transportation. The Cottonwood Heights Wasatch Blvd Master Plan called for a greenway on Wasatch Blvd which is not shown in the preferred alternatives. I know this is a joint partnership/management of the road but would like to see the City and State to invest in the greenway option. I recommend protected bike lanes, rather than just striping and options for bus priority (not just signaling). I really appreciate the trail and think this will be an invaluable asset to our community. Many of us living above Wasatch do not have connections to the rest of the community and support the opportunity to safely cross Wasatch Blvd. I was not able to find information in the EIS about speeds on Wasatch Blvd. As a practicing planner I think that we can all agree that traffic calming measures (active transportation, trees, lighting, etc) make roads safer for motorists, cyclists, and pedestrians. I would like to recommend traffic calming measures on Wasatch to discourage road rage (people coming down from the resorts who are done sitting in canyon traffic and fly down Wasatch) and loud cars and motorcycles driving the road at high speeds. Again, thank you for the opportunity to comment.	Angela Price	Email
4493	There needs to be more analysis done on the effect of you dots plan on climbing as well as hiking and biking and some are use. This plan has not been thought out and his half baked at	marisa cones	Website
4494	Why isn't rail being considered as an alternative? A train has much more capacity compared to a bus or a gondola. Environmentally and long term the train is a better option. Cog rail could be installed as well for steep slopes. Cog rail is being installed in Colorado right now, up Pikes Peak (google it). I guess what I am saying is that the technology is there to install rail up Little Cottonwood why not add it as an alternative.	Ronald Espindola	Website
4495	Gondola - seems least invasive, cheapest to maintain, and I assume safest? Purely increasing buses, without adding a lane, won't solve any problems	Katie Teubner	Website
4496	I strongly support the Gondola PLUS LaCaille Base Station option. Thanks for the opportunity to review and share input.	Sean Meegan	Website
4497	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing and backcountry skiing. I am strongly opposed to additional resort expansion.	Michelle Tessier	Website
4498	I support enhanced bus service with no road widening. The environmental impact of a widened road or gondola would be detrimental to LCC. More buses and imposing a limit of single driver vehicles, a canyon toll, may help to reduce traffic problems and encourage more public transit usage.	Shanon Whitmore	Website
4499	I've taken the ski bus to Alta over 90% of the 50+ days I've skied each year for the last 6 seasons and feel it is an excellent service. Not only does it save on gas and wear and tear on my car, I don't need to deal with driving and get dropped off near the bottom of the lift. I would like to see UTA and the ski resorts increase marketing that emphasizes the convenience and savings of taking the bus. I support increasing bus service and continuing to allow season pass holders free service. I would like to see the cost for non-pass holders decreased and if possible eliminated to further encourage ridership. I also support limited road widening in strategic spots that will keep traffic moving on crowded days.	Craig Hamada	Website
4500	Bus enhancements but not 6 lane hwy .	Carla Patton	Website
4501	I think the Little Cottonwood gondola is a great idea. I think keeping people off of driving up and down the canyons in the Winter is safer, and it would promote Utah businesses by making it easier for people to come here and ski. I for one am a lazy person that enjoys skiing and would go more often if there were a gondola, and I think there are many like me. Skiing is good exercise, which is good for mental health, which is something our country struggles with, especially during Winter months sometimes.	Taylor Evanson	Website
4502	Yes, I used to climb on the Granite in Little Cottonwood Canyon, and yes, I share the Salt Lake Climbers Alliance concerns about roadway widening and not adequately addressing the need for adequate off road parking at the Gate Buttress area.	Bob Springmeyer	Website
4503	I am still supporting extra buses with a dedicated lane. I think the gondola will not get people up the mountain fast enough in the morning. There may be people who will enjoy the scenic ride on the world's longest gondola but it doesn't get people there quick enough. Buses with bigger capacity is the answer.	Susan Thomas	Website
4504	As someone who recreates in LCC 4-5 times per week, I truly value it as one of the sole reasons to live in Utah. It has already had enough impact from human infrastructure. The only plan that makes sense is enhanced bus service WITHOUT widening the road. We must address true root cause of the canyon congestion and focus on solving those. Widening the road will impact climbing in little cottonwood canyon which is a year round activity as opposed to the 4 months of ski season. It is not fair to only cater to what the ski resorts want. Please don't construct more infrastructure in an already fragile environment that will not solve the true root causes behind the canyon congestion.	Tom Barber	Website
4505	The Gondola is the absolute best solution, both environmentally and safety wise.	Olivia Ogier	Website
4506	I think the Enhanced Bus Alternative is the best choice for LCC users, without roadway widening. Encouraging more public transportation is the most environmentally responsible option, and it also minimizes impact on the land. Climbing, skiing, and hiking are incredibly important to many SLC residents, and taking away from any of these resources would be a tremendous loss.	Daniel Berger	Website
4507	I'm supportive of the the alternative of enhanced buses and no addition roadside capacity. Although not a member, as a local climber I concur with much of what SLCA stated in their letter. The other proposed alternatives are geared towards winter capacity expansion and ski recreators of the area, ignoring the needs of climbers and dispersed recreation access throughout LCC. There also appear to be no mobility hubs included for climbers should this option not be considered. I would request the mobility hubs at popular climbing locations to affect personal habits. Otherwise, climbers are likely not going to change behavior to take public transit (I would take my personal vehicle).	Jennifer Baker	Website
4508	Enhance bus service without widening the road. There is no positive impact of widening the road	Taylor Boyd	Website
4509	This EIS is a joke, clearly the goal of UDOT is to focus on how we can use funding to build more more more, no matter the impact to the community, water quality, wildlife and the overall environment. This whole draft needs to be thrown out. Resources should be immediately focused on increasing the number of buses in the canyon, implementing tolls to incentivize carpooling/reduce the number of cars in the canyon, and to improve transit access to the canyon. While longer term holistic approaches can be researched and then implemented in a reasonable manner. I repeat, we do NOT need to expand roadways, or build inefficient gondolas as a short sighted response to the growing demands to our canyons.	Athyn Scofield	Website
4510	Please see the attached comments from the Metropolitan Water District of Salt Lake & Sandy regarding the LCC EIS Draft Alternatives Development and Screening Report.	Michael DeVries	Email
4511	Please contact me with any questions. I am in favor on enhanced bussing with roadway widening. It is important to do this in a way that will be most efficient for greatest number of canyon travelers. Enhanced bussing with roadway widening makes sense to me. Let's get this done the right way from the beginning with the lowest chance of regrets later on.	Clark Richards	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4512	Hello. I'm so glad I can offer an opinion. Thanks for listening! I work up the canyon at Snowbird and have for seven years. I've been skiing at both resorts for 47 years. I support the gondola option. As a lifelong Utah resident looking forward to the next 50 years, I see the need for sustained transportation. Our poor mountain is groaning to us to reduce her stress. The avalanches are warning us. Please help reduce the stress on the environment. The buses are packed, the parking lots are full. The people are angry and the driving is dangerous. I see it in the front lines of customer service at Snowbird. Thank you. And thanks to the bus drivers who drive in often treacherous conditions. They deserve a reward!!!! I have seen them save lives and remain calm with sometimes horrid people as I interact with them daily during our shifts. Please hear our pleas! Thank you! Michelle Gillette Woods	Michelle Woods	Website
4513	I had originally posted a comment about this issue, and originally had supported the gondola. However after extensive research and reaching out to community members, I have changed my opinion and now greatly oppose the gondola. I am in full support of the enhanced bus system without the lane widening. This option has the least environmental impact and change to the canyon. It draws an immense amount of tourism in its current condition, and though tourism could possibly further increased with the widening of the road or the addition of the gondola, I believe that pro is greatly outweighed by all of the negative impacts those options would have on the integrity of the canyon and the locals who live around it. The improved [electric] bus service would increase accessibility to the canyons without the further destruction of the canyon, increased pollution, traffic due to construction, and massive increase in tourism (and decrease in accessibility for the locals to use the canyon) that the gondola would cause. The implementation of more electric buses I believe would set a new precedent for the rest of the buses in the UTA fleet, and would lead to an eventual transition to only using electric vehicles. This would further grow the renewable energy resources and use in Salt Lake City which would lead to an improvement of air quality and the expansion of the renewable energy sector in Salt Lake City. There is still a significant amount of wildlife in Little Cottonwood Canyon, and widening the lanes or putting in a tram would cause increased traffic and construction (or for the trams case, increased disturbance and diminishing of backcountry land) leading to decreased wildlife and degradation of the existing but delicate ecosystems in the canyon. Buses also tend to have the ability to have the option for good air circulation and purification while trams and gondolas in my experience have pretty poor circulation. With the status of Covid-19 spreading, buses are a safer option than packing trams. There is more control also with human spacing-more buses can be added thus decreasing people per bus, much easier than more tram cars, thus also providing more employment options within UTA. Please take this into consideration to try to preserve the precious Little Cottonwood Canyon as we know it. This is not the place to push massive economic growth. The locals need to be respected and represented in the decision making process, as well as the environment. Put the environment and locals first in this decision. Thank you.	Pauline Kneller	Website
4514	I support the enhanced bus alternative without road widening. The impact of widening the road would be devastating to so much of the climbing/bouldering and hiking community. Please consider this as the best option as the other options on the table have a very high economic impact to not only the canyon but the wildlife that lives there and the canyon beauty itself. Thank you	Dawn Griffith	Website
4515	I support the Gondola option Plus La Caille base station	MARIA GUARNIERI	Website
4516	After reviewing the alternative options for transportation in Little Cottonwood Canyon, I can't help but to be drawn to the option of rail. Having a train as an option to move people up and down the canyon would have so much value. Ski resorts are becoming ever more popular, and I am familiar with the high volumes of people, and traffic that exist during those fresh powder days. Even in the summer, it seems as though there is so much going on in the roadway that there are inevitable delays in travel up the canyon. As a college student going to the University of Utah, I meet hundreds of students who come to Utah for the mountains and resorts. Having a railway up to these resorts would make Utah a much larger attraction to those who love adventure. It is my request that rail be heavily considered for a transportation option through Little Cottonwood Canyon.	Mitchell Schwab	Website
4517	Hello! Thank you for continuing to work towards improving access in LCC while also protecting its incredible resources! I'd like to support the Salt Lake Climbers' Alliance in backing the enhanced busing option that does NOT include road widening. The further impact created by a gondola or road widening are unacceptable considering the benefit of either. I would also like to encourage UDOT to heed the concerns expressed by Save Our Canyons (https://saveourcanyons.org/the-latest/save-our-canyons-blog/ikon-t-believe-how-udot-s-environmental-impact-study-epically-fails-the-wasatch?eType=EmailBlastContent&id=32bf6ef5-3332-4c3d-aa4e-e51e38a24ce8) and seriously re-evaluate what solutions will best serve the Cottonwoods, Utahns, and all recreationalists. Thank you again for your work. I hope that you will consider this input.	Azissa Singh	Website
4518	gondola please.	Mark Barton	Website
4519	Hi, Thank you for taking comments during this analysis. I am also glad to hear you are taking action to address the increasing demand in the canyon. I am in favor of increased bus service WITHOUT lane widening in LCC. To enable greater use of the bus, additional parking along Wasatch Blvd needs to be found because the parking lots already fill up too quickly with the bus service currently in place.	Greg Sun	Website
4520	I don't believe you have the best plan(s) yet. For the gondola I don't think transfers on buses are practical compared to peoples love of cars. I like the gondola, but I think you need to iron out more details, as well as fixing the sizes of existing park and ride lots that fill up. More people would ride the buses if the parking and the buses themselves were not full, or the likely hood of getting robbed in those lots weren't so high. The fact you took away the base lot this last year meant I drastically stopped my participation in bus service, put in a tunnel, put in a stop on the other side of the road, build out the mouth, put the parking structure there. It has double the buses already, which helps people fear missing their bus less. I think a gondola is a great option slowly and surely but fix the actual real problems first. Not to mention if you incentivized non-powder days more maybe you could break up the crowds, and a very loud cry for better buses in the summer to service mountain and road bikers, Good luck.	Kelli McEwan	Website
4521	Seems best option weighing cost vs long term environmental impact	Paul Bishop	Website
4522	Hi, With regard to the proposed option for LCC, I think the increasing bus service is the best option. I am opposed to the gondola and road widening for a few reasons, but the major one being disruption to the environment. If either of these options are chosen, we need to see that the environment will not be destroyed and that it will be effective. I don't think we can build a gondola without taking away from beauty of the canyon and as we have seen with the trams and lifts at the resorts, these are often shut down for winds and they will still be exposed to avalanche danger. Further LCC has seen a few mudslides in the last few years and I don't think major construction is wise. Another major issue with this is that it would require more parking at the base of the mouth. There simply isn't room for much more parking than already exists (which isn't enough even for the amount of people taking the bus.) With widening the road, many of these issues will still be present. Avalanches and mudslides will still cause major delays. I think in addition to adding bus services and encouragement to ride them, putting a toll both at the base of the canyon would be ideal. The details of that would have to be worked out, but this would encourage carpooling, taking the bus, and ultimately reduce single rider vehicles. Employees, residents, ect would have some kind of pass system. Maybe adding a lane just at the base would help- one for canyon pass holders and buses, and one for day use fees.	Elsa Dillman	Website
4523	I highly prefer Alternative 1 - Enhanced bus service with NO road widening. Road widening will cause significant negative impacts on recreational opportunities in the lower canyon. Alternative 1 is the only alternative that adequately protects lower canyon recreation. A gondola would be a horrible eyesore addition to a canyon already overrun with our impacts.	Molly Barth	Website
4524	I support improved bus service with no road widening within the canyon. While infrastructure improvement and expansion is probably called for at the mouth of the canyon, especially in regard to parking, more infrastructure within the canyon (either road expansion or a gondola) would impinge upon both the scenic and ecological value the canyon provides. A gondola, in addition to having negative scenic and ecological consequences, would not offer substantial benefit to backcountry skiers, climbers, and hikers who use parts of the canyon not near Snowbird and Alta. Between 1/3 and 1/2 of my trips up the canyon are for those purposes, and my perception is that backcountry use of the canyon has been increasing in recent years. Expanded and improved bus service will likely be cheaper than the other options, is a more flexible solution that can adapt to changing needs within the canyon, and does not use nearly as many new resources (monetary or natural) as the other options presented.	Noel Potter	Website
4525	I wanted to voice my support for the Enhanced bus alternative (no road widening) for LCC canyon. This option keeps impact to a minimum and encourages the use of mass transit. In addition the natural and recreational resources of LCC and be better maintained.	Andrew McClure	Website
4526	I do NOT support a gondola in the canyon. I believe it would be an eyesore and worry about the negative affects there may be on recreation outside of the ski resorts (backcountry skiing, climbing, biking, hiking, etc.). I see the need for a better system, especially on the weekends during ski season. I think bus option without road widening seems as if it would have the least negative impact on the natural beauty of the canyon but do see the advantage of having a wider road. Thank you for your work UDOT! We appreciate your work that allows us access to our favorite places!	Kirk Hietpas	Website
4527	Along with enhanced bus service (i.e. a bus every 15 min going up and going down the canyon I'd like to see a car limit. Something similar to a gate. If you live up there you'd have an express pass for the gate, if you have confirmed hotel reservation you'd have a pass to go up. Then I'd like to see 2 parking structures with a minimum of 1000 spaces each at the bottom of lcc and bcc. If people want to be able to drive their cars then they need to pay and pay \$2000-\$3000 for a pass PER year. With the structures you can charge a nominal fee—(\$3) to help pay for the structure. You can also work out a tax to charge the resorts.	Melanie McDaniels	Website
4528	Strong vote for gondola. Better I'm almost every way and much better (unique) experience. Pretty views, riding the bus is hard, and everyone knows how road construction in Utah goes (see I-15 for the past 10 years). Count everyone out skiing for the next 15 years if we begin extensive road work in little cottonwood. +1000 for gondola.	Joseph Hatch	Website
4529	As a climber and supporter of the SLCA, and as a skier and employee at Snowbird Resort, I am highly invested both personally and professionally in UDOT's ability to best serve the environmental, recreational, and professional interests of Little Cottonwood Canyon. Of the alternatives presented, I support the enhanced bus alternative without roadway widening. In my opinion, it will best serve the needs of skiers seeking resort access. Because this demand is highly seasonal, I do not endorse roadway widening or gondola construction that may threaten LCC's ecological health as well as non-resort skiers' recreation experiences permanently. It is important that minority recreation groups such as climbers and backcountry skiers are equally considered when determining how to best improve access to Little Cottonwood Canyon. Additionally, as part of our community watershed, Little Cottonwood Canyon deserves careful, conservative consideration from an ecological standpoint. As a graduate of Parks, Recreation and Tourism from the University of Utah, I am especially invested in working with public establishments such as UDOT to holistically consider natural land resources such as LCC from all stakeholders' points of view. Based upon these tenets, I repeat I support the enhanced bus alternative without roadway widening. Thank you for respecting community needs and allowing us an opportunity to provide our input in this matter.	Claire Simon	Website
4530	I support the enhanced bus without widening lanes. It is difficult to understand how the gondola and parking would work for the many points of interest along LCC.	Tony Hellman	Website
4531	Looks like a viable option.	Joseph Jackson	Website
4532	looks great	AUDREY MEDE	Website
4533	My vote is for #2; however, the snow tire rules must be enforced to keep the idiots off the road. Thank you.	marypat paxton	Website
4534	Enhanced bus service without widening the road To Whom It May Concern:	Jaron Earle	Website
4535	Please find attached a letter of support for the gondola option based at the La Caille station. A hard copy of this letter will be mailed as well.	Kirk Cullimore	Email
4536	A Gondola with seating and La Caille base parking structure makes the most sense. That's my vote	bruce c hochberg	Website
4537	I am writing as a hiker, climber, and front-country skier, and a resident of South Salt Lake. I agree that traffic in the canyons is a huge problem, and one that will be a challenge to solve. I disagree with plans that will significantly impact backcountry access and climbing areas. Widening the road will potentially destroy many of Little Cottonwood Canyon's most prized climbing crags, and it's only a temporary fix: as more and more people enter the canyons to recreate, even a wider road will soon become congested. The expense of a gondola, as well as the impact of gondola towers on the canyons, strikes me as ridiculous. This option, like expanded bus service, will still require increased park-and-ride capacity, but it will be vastly more expensive, difficult to maintain, and even slower than expanded buses. I support a major expansion of the bus system, including into the summer months, so that no one needs to wait more than a few minutes for a bus to take them to the resort or trailhead. The current bus fleet is overwhelmed by its current ridership -- what could be a better endorsement of that system? Unfortunately, even as a very enthusiastic rider of the ski buses, I have been disappointed to encounter situations in which, for example, I have waited at Solitude to go home while 5 buses full of Brighton riders passed, unable to fit any more passengers, until finally everyone waiting at Solitude had to catch an "up" bus to have a hope of getting down before the bus service ended. That is a huge, but fixable problem. There is no need for flashy, complicated, over-engineered solutions to this problem. A well-maintained bus fleet of an appropriate size is the obvious solution.	Nancy Radigan-Hoffman	Website
4538	Please use the Enhanced Bus with no additional road capacity or widening! Protect the canyon resources that so many people come here to see! Thank you for the open comment period!	Robert McFarland	Website
4539	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd. I support the Gondola Plus La Caille Base Station	Kristie Bennett	Website
4540	This is brilliant. It would definitely Encourage me to vacation in SLC and even retire there.	Gregory Kazemi	Website
4541	I am a backcountry skier who occasionally gets caught up in the downhill traffic nightmare. I am in favor of enhanced bus service in peak period shoulder lanes. Thank you for this effort.	Adam Jensen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4542	In the gondola draft, the transportation hubs are noted near commercial developments which makes sense due to the density of traffic that will surround these hubs. There are many people who propose this could be a viable solution, however, it has recently made known that a parking garage/ transportation hub has been recommended at the base of the canyon near residential area, which will continue to back up traffic on Wasatch Blvd while people wait to access the garage just as they have waited to access the canyons. And during the off season, this section of Wasatch would become a high speed commuter highway. I understand the resorts are backing this proposal and money talks. How has UDOT considered the thousands of children that cross Wasatch Blvd to access schools, parks, etc., and all of the residents that live in the area? Why was a gondola parking structure in this area never addressed in the virtual meetings and draft alternative plans?	Molly Sparks	Phone Comment
4543	I support the enhanced bus alternative WITHOUT roadway widening, as I believe this solution will have the least impact on the environment, including climbing crags while allowing for improved transportation in the wintertime.	Emily Preib	Website
4544	Hi there, thanks for all the hard work so far.... I would just like to give my opinion on the matter. While I think the gondola is the best idea out of the 3, I still don't think this is the final decision. The two other options don't really solve any of the main issues (avalanches, landslides). I believe the best idea would be an elevated train/trax. This is done in multiple other country's (Germany, Austria), with similar terrain. This would also allow the trax infrastructure that we already have, to get to that station for going up the canyons. This also would help alleviate some of the parking constraints at the bottom of the canyon. Just my two cents...Thanks!	Daniel Telenko	Website
4545	We need this sustainable option!! Our canyons do not need more cars and buses	Hannah White	Website
4546	#2 enhanced bus	Nancy Ramsdell	Website
4547	I would LOVE the Gondola and the Lane widening. I think we will need to have all options available for the future of skiing.	Phil Lust	Website
4548	I am the President of the Newcomers' Club of Salt Lake City. Our membership consists of more than 450 individuals, many of whom came to the Wasatch Valley for the skiing and hiking. It is our hope that this beautiful Canyon can be preserved for others in the future and that the transportation delima can be settled in a way to preserve the ecology and attraction for skiers and hikers. It is our consensus that this could best be accomplished with OPtion #2 with enhanced busing and the widening of the road to accommodate the traffic with a designated lane. Our club would be more than willing to meet with the planners at any time to discuss this option. We can be reached on our website newcomersclubsaltlakecity.org or me personally at juliacodell@gmail.com Thank you for considering our comment. Julia Codell, President, Newcomers' Club Salt Lake City	Julia Codell	Website
4549	I use the canyon for both skiing, climbing and mountain biking. I believe the least environmental impact would be the bus option WITHOUT lane widening. The other two options leave permanent change / damage to the area, and will only see use for a few months out of the year., Please listen and take the SLCA (Salt Lake Climbers Association) concerns into consideration. Thanks, Adam	Adam Knutson	Website
4550	I would welcome the gondola idea!	Melissa Layton	Website
4551	As a climber, backcountry skier, and mountain biker who frequently uses and parks alongside the road in the canyon (both at pull-offs and designated lots), I am sincerely hoping that UDOT maintains sufficient parking and pullout access. I think this is especially important for keeping the canyons accessible to a diverse population that includes all income ranges. Canyon access should not be restricted to those who can afford to recreate at a resort. I strongly support increased public transit options (especially bussing) and availability, and hope that UDOT will seek to implement an egalitarian solution.	Eric Swenson	Website
4552	I use the Cottonwood Canyons year-round; back country skiing and snowshoeing in the winter, and rock climbing in the summer. None of the proposed alternatives appear to help with the congestion and traffic I encounter year-round. The best of the three proposed alternatives is the enhanced bus service, with no additional road capacity. The imposition of a limitation on personal vehicles is of extreme concern to me. Unless the proposed bus enhancements include buses every 6 minutes around-the-clock, people who attempt to use the bus for back country access will end up dying due to exposure when the last bus leaves early. During the summer months, there is already too little parking in the canyon, with no proposal for addressing the increasing summer use of the canyon. Will the bus system run during the summer at a 15 minute or better interval from 0600-2200 hrs, with continued service from 2200-0500 hrs? People are routinely climbing in the canyons before 0600 hrs and well after 2200 hrs; no bus service means such trips force the use of personal vehicles, and thus necessitate road-side parking. This applies year-round! I do not see in any of the alternatives how recreation outside of a ski resort is addressed? The vast majority of traffic in the canyon is NOT to the ski resorts, and thus what provisions are being made for the majority of users? Of the proposed terrible alternatives, the enhanced bus service with no road increase is by far the least terrible, and the gondola option the most awful. I look forward to a new set of proposals that account for the majority use of the canyons by those of us NOT in the ski resorts, and options that won't kill winter users with a missed bus.	Paul Gettings	Website
4553	I prefer #2 alternative, Enhanced Bus w/roadway widening.	Hugh Paik	Website
4554	I feel the Gondola alternative provides the best benefit as it's a greener option for providing better traffic flow that has lower longterm costs.	Ryan Hebert	Website
4555	I fully support the Gondola option!	Roman Bas	Website
4556	I support the gondola option for Cottonwood Canyon, thankyou	Erik Johnson	Website
4557	I can support a "user tax" for this project. We can support a Gondola unless it means seniors on fixed incomes will be taxed because we're being taxed to death while inflation rises but income does not - and may decline. Because it is the Travel / Resort Industry that will benefit they are the ones who should foot the bill. Because it is the more youthful who go to the ski resorts, they should foot the bill. Thank you for accepting this comment.	Suzanne Wille	Website
4558	I support the "Enhanced Bus option with No widening of SR 210"	Eric Bollow	Website
4559	I would like the "Enhanced Bus" option. But please add some large parking structures at the bases of BCC and LCC, as the achilles heel of all bus and carpool options is parking spaces where carpool/bus rides originate.	Peter Veals	Website
4560	A Gondola is a RIDICULOUS option, that scars not only the view, but the landscape of a canyon I have grown up in for the last, almost 50 years. Our beauty, views, resources, and access to ALL parts of the canyon should not be sacrificed for the GREEDY ski resorts/industry. Their prices have gone up every year since they have been in existence. They make plenty, and should not be allowed to expand their boundaries, capacities, nor should they be able to dictate (or influence) a "so-called solution", funded by our tax dollars, in order to increase their bottom line. Make the resorts pay for a tunnel through the mountain (like they have had in the European Alps for decades), if they want to pack more people in to their resorts in the winter.	Spencer Jacobs	Website
4561	Why is light rail not being considered, it seems to be the best long term solution. The Gondola and bus seem very short sighted	Maverick Gibbons	Website
4562	I would support the enhanced bus service but not widening of the road in LCC. I would suggest that additional bus stops be added starting from downtown SLC and that express bus service routes be added that make no additional stops. For example, there might be two buses that leave a West Valley area parking/loading zone. During peak rider hours - one goes express from that WVC loading area straight to Snowbird making no additional stops and the second goes express straight to Alta making no additional stops while heading up the canyon during a morning ski peak time. Expand this plan to add additional UTA ride lots. Disburse the parked cars away from the mouth of the canyon and reward the bus riders willing to take a bus from outer location (like WVC or downtown) with not making them stop multiple times lengthening their commute. Make it faster and easier to ride than bus. Sadly it currently it is faster and easier to drive your own car rather than hassle with the bus unless you happen to live right by the mouth of LCC.	Kim Pauiding	Website
4563	I support the second enhanced bus concept, with minimal road widening. A reversible lane for HOV/Transit would allow transit to travel unhindered but not require construction of a 4-lane road. The gondola is an enticing concept but would impact the natural, forest-like ambience of the canyon. Parking for either a bus or gondola option must be improved; the available parking for bus riders this past season was ludicrous. Overall, these solutions focus on winter users of the ski resorts. One concern I have about all proposals is the reduction/elimination of roadside parking. As a rock climber, I value summertime access to various locations throughout the canyon. The proposed 21-spot parking lot for Gate Butress is drastically undersized. Please consider summertime users and their needs. Similarly, backcountry skiers park along the road in the winter (particularly in Big Cottonwood) and safe, legal access for these users needs to be considered alongside the needs of resort users. That said, I have been a resort passholder for many years and rarely utilize the resorts on the weekend anymore. The access and crowds are too much of a deterrent. I look forward to some improvement of the traffic situation in the canyons.	Andreas Schmidt	Website
4564	I support the enhanced bussing with no additional roadway widening. Any of the other options will negatively effect rock climbing areas in the lower part of Little Cottonwood Canyon. Further, increasing the capacity to bring people up Little Cottonwood Canyon on congested days will serve only to increase the profits for resort businesses while degrading the quality of canyon recreation through overcrowding. No additional capacity is needed, or indeed, desirable.	John Badila	Website
4565	PSSL, enhanced bus service with Peak Period Shoulder use.	paul buehner	Website
4566	I believe from the information that I've read, the Gondola solution is more cost effective and environmentally friendly. It will take a little longer to get to the slopes, but worth it.	Jill Hays	Website
4567	I support the gondola as a way to improve safety on the canyon road and reduce carbon load in the canyon.	Eileen Lischer	Website
4568	I have been a resident of Cottonwood Heights all my life. I support the enhanced bus alternative as a ski resort worker, climber, backcountry skier, fisherman and hiker.	Trevor Searle	Website
4569	I think the Gondola option should be studied and compared to the road upgrade proposal.	Dan Holt	Website
4570	Supporting the bus initiative	Tyler Nelson	Website
4571	Bringing more electric buses/park & rides into the operating infrastructure of LCC is the obvious solution to me. It would offer the greatest amount of relief for the traffic while keeping environmental impacts low throughout the canyon proper and minimize air pollution.	Travis O'Connor	Website
4572	I support the idea of a gondola as the solution to reduce traffic up and down Little Cottonwood Canyon. The gondola should not, however, impair any of the trails (such as the Quarry Trail/Little Cottonwood trail) currently in the canyon.	Scott Rosevear	Website
4573	I support the Gondola rather than paving more lanes & having more room for cars.	Africa Lilley	Website
4574	LCC is a climbing resource sought after year round. I support transit solutions that accommodate appropriately for traffic safety as well as current and future access to climbing resources. Growth trends in climbing as a sport are increasing as is the use of outdoor climbing resources in LCC. This use needs to be appropriately considered in UDOT's Alternatives.	John Martin	Website
4575	I support Enhanced Bus (no widening of Hwy 210 in LCC) option because it has the lowest environmental impact; is an inclusive transportation option that serves dispersed users; is a solution that can be offered now, and is the lowest cost. I strongly disagree with the option to widen Hwy 210, and completely reject the idea of adding gondolas.	Christopher Watkins	Website
4576	I strongly support the Gondola Alternative, as in my opinion in long term it will increase the prestige and value of the canyon for everyone, thanks to making it more pristine, quiet and pollution free. I will go even further and block the road for non-administrative traffic or issue additional permits for climbing/biking,hiking access.	Sergiusz Wesolowski	Website
4577	I support the bus incentives much more than the gondola. I think the gondola would mainly serve winter users and this is a 4 season use canyon. I am a climber and a backcountry skier and am concerned with how the widening of the road will affect access to places that aren't snowbird or alta. The bus needs to be incentivized or else people will not change their behavior and will continue to drive up the canyon. There could be a toll or pay for parking for single occupancy vehicles.	Rachel Preuit	Website
4578	Please don't widen the road, build unsightly tunnels or add more buses! LCC is my church. The gondola is the best option to preserve LCC's pristine, natural beauty.	Cooper Blackhurst	Website
4579	I use Little Cottonwood Canyon for snowboarding in the winter and climbing in the summer. I don't support widening the road as I believe it will negatively affect the climbing situation as alot of great boulders are right off the road. I think I would support the gondola option as It'd be a unique, attractive way to combat winter traffic congestion without widening the road.	Trevor Dahl	Website
4580	The Gondola is the best option.	Hank Tauber	Website
4581	Wasatch does NOT need to be a widened for more cars! Why does Utah refuse to preserve what we have an improve on it. Add safe bike lanes, get people out on bikes so they can feel safe. Wasatch should have full protected bike lanes all the way to 3300 south. Stop turning our state into a cement pond. Please preserve the area and learn to make it functional without just adding blacktop. Unfortunately it seems to be the Utah way and decisions are made by the deep pockets of lobbyists. Stop CW and listen to the people instead of ram this down our throats with the same old proverbial excuse of wider roads solving the problems.	MEGAN TRAPLETTI	Website
4582	Living in this area my whole life, we cannot handle anymore vehicle capacity in our canyons!	Tami Cummings	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	To whom it may concern,		
4583	As you know we are in the midst of a climate crisis. It is our responsibility as humans and consumers who use the outdoors to make responsible decisions that are best for the planet and all creatures, including humans. This is why I am writing today. I believe that to best handle the traffic of cottonwood canyon you should build the gondola with the La Caille base station. This is the most responsible choice. Widening the highway allows more traffic and takes away precious land we are already losing every day. I hope that you'll set an example by choosing the gondola. Saying that we must respect the outdoors in order to fully enjoy it. Thank you.	Nichole Snyder	Website
4584	I support expanded bus service and roadway capacity, which also includes considering and providing equal access for dispersed recreation uses too, all year- like climbing, hiking, biking and ski touring- throughout the whole canyon. I think any options will also require a huge investment in parking lot infrastructure in several locations, and a commitment to operating those as safe, clean, well-lit, with bathrooms and attended 24/7 transport hubs- even if that means developing these with an extra public space/retail/commercial component to subsidize the construction, and make these a more desirable option for users (along WITH the increased bus capacity that is needed too). It could be a captive market for any business- like permitted food truck vendors- as long as waste disposal is handled too.	Jesse Williams	Website
4585	I only support the option of enhanced busses in LCC. I do not support roadway widening and I most definitely do not support a gondola. Enhanced busses would put the least impact on the environment and the other recreational activities the canyon is used for year round. Personally I use the canyon for resort skiing in the winters and other activities such as rock climbing, hiking, and camping in the summers.	Julie Williams	Website
4586	Please do not impact the access for climbing either sport routes or boulder problems.	Phillip Symons	Website
	I wholeheartedly think that a transportation solution is needed in Little Cottonwood Canyon however, I do not think any of these options fully address the problem. They come close, but all options have some flaw and I think there is a way to improve upon these options.		
	Of the 3 proposed options, I am most in favor of the gondola option. I think it is in the best interest of all stakeholders to have a solution that is aimed at being long-term. I think the gondola provides the best option for the future. It shows a commitment to addressing this problem that is lasting. With that being said, it needs to be implemented properly. The current gondola option has some serious flaws. First, I think it is unreasonable to think that people will drive, to bus, to ride the gondola. Especially, if they live closer to the mouth of the canyon than they do to the gravel pit or the other bus stations. A solution where the parking is at the gondola base station makes the most sense. There are locations where this seems feasible. The area surrounding La Caille and near the tree farm. I am imagining an option where a public bond is proposed to purchase some of this undeveloped land right near the mouth of the canyon to build a base station and transportation hub for LCC. It could be a transfer station for buses and feature a parking garage, maybe a coffee shop, and house the terminus of the gondola. Next, I think it is important to consider the capacity of the gondola. We need to plan for numbers that greatly exceed numbers of LCC users right now. It seems likely, that with or without a transportation solution in the canyon, visitation will continue to increase.		
4587	My concern with road widening or increased bus routes, is it may be more of a short term band-aid solution. What happens when tax-dollars get moved away from the UTA budget in a year, or 5 years, or 25 years? There will still be a traffic problem in the LCC. Another concern with the bus options, are the buses are often a cause of the traffic in the canyon when there is a lot of new snow and road conditions are poor. We don't need more buses sliding around on the road causing accidents. And a specific bus lane will be very difficult to maintain proper plowing if the is only one bus driving up it every 10-15 minutes. The road conditions in the LCC need to be taken into consideration with this plan. Finally, I think regardless of the solution to traffic moving up and down the canyon, there is a larger (potentially larger) problem of space and parking once people are up in the canyon. I think these solutions need to address the problem of parking in upper LCC at the ski areas and surrounding recreation sites. People will continue to drive up the canyon, even with increased bus traffic or a gondola, and there is already an increasing problem of parking. I think the Alta and Snowbird should be on the hook for creating some of this parking infrastructure. They will directly benefit from a UTA transportation solution and should be accountable to address the increase in visitation by improving their parking capacity. It seems the best way to do this would be by building parking garage structures or underground parking. Please consider: https://gondolaworks.com/	Martin Lentz	Website
	Dear UDOT, I can't believe anyone that is from Salt Lake City or loves the outdoors would seriously consider putting a gondola up our amazing Little Cottonwood canyon. Once something like this has been installed, the natural beauty of the canyon is gone FOREVER! You are talking about HUGE gondola pillars and huge gondolas flying over head destroying the view of everyone trying to enjoy the canyon. I see the gondola developers are in business with LaCaille. LaCaille was bought by a developer and has turned it into a Disney land mess and wants to make it even more of a commercial mess, destroying the natural charm LaCaille and its grounds has always held. I just noticed today they have installed a NEON sign over the country french gates.. obviously the developers have no taste and you are seriously willing to turn over our natural treasure to these developers? Snowbird also is no longer owned by the original family that built beautiful snowbird, they already have made many mistakes. The canyons are for everyone to enjoy, there are many gondolas around for people to ride, our canyon is not for sale to the developers of LaCaille & Snowbird. All we need are more busses and to ask Snowbird to make convenient lockers. There is not that much traffic and virtually no busses in the mix. Honestly I don't think the gondola will be used by many skiers, its will end up destroying the hiking and climbing experience for the rest of us and you will end up adding busses anyway Thanks, Audrey Pines		
4588		Audrey Pines	Website
4589	I believe that the gondola is the best long term solution and a worthy investment in our future.	Liza Springmeyer	Website
4590	When the toll system is implemented I hope that it is not too prohibitive to prevent underprivileged children in the valley any opportunity to see	Andrew Grimes	Website
4591	Something has gotta give. In the choice between gondola and highway widening/show sheds... definitely gondola is the best option. Increasing bus service on the existing highway is a band aid.	Tom Benson	Website
4592	I support the Gondola Plus La Caille base station. Please find attached my comment letter for the Little Cottonwood Canyon EIS.	Chris Fischer	Website
4593	Thanks, Dan Hemmert	Dan Hemmert	Email
	I, support the gondola plus La Caille base station option that has been floated around. I think having a parking hub in the gravel lots, and then bussing people to the base of the gondola, is inconvenient and adds an extra barrier to people being drawn to using the gondola and allowing it to fulfill it's intended purpose. With the La Caille station, you park, unload, and step onto the gondola. No loading and unloading from a bus. No 15 minute bus ride. In addition, the reduced environmental impact and not increasing bus traffic in LCC are huge. I really hope that the gondola and La Caille base station come to fruition.		
4594		Aaron Grove	Website
	Good luck with everything moving forward. If you need any GIS help, I'd love to be part of the team that sees this through to a solution.		
4595	I prefer the gondola option. Seems to me it is more efficient, safer, and cuts down on pollution	Jim Webber	Website
4596	please build the gondola	JOSEPH SEMBRAT	Website
4597	LOCALS ARE AGAINST THIS PROJECT, CONSIDER THE GONDOLA SOLUTION.	Ricky Becerra	Website
4598	I strongly oppose a gondola as this would completely ruin the aesthetic of the canyon.	Albert Kabili	Website
4599	I support enhanced bus service alternative which does not require roadway widening. Keeping the environment and bikers and drivers interests in mind. Please do not widen the road. And no way on the gondola. I support the enhanced bus service as the best transportation improvement option in LCC. It's the least expensive, quickest to completion, has the smallest negative environmental impact, most effective and will allow for disbursed access to various trailheads.	Annette Blackham	Website
	I'm very opposed to any gondola in LCC. This may sound appealing but the details of any actual system have significant negative consequences. These include difficulty of use (parking a car then taking a bus to the terminal), significant damage to the canyon to build the system, continued access to the towers for maintenance and no access to dispersed trailheads resulting in the continued use of cars for non-resort users.		
4600	I'm also opposed to expanding the LCC road or any other proposal that at it's core encourages more use of autos. An expanded road will do permanent harm to the beauty of the canyon while making parking and other car related problems worse. Thanks for the opportunity to comment. I'm a frequent canyon user year round an want to be part of the solution to the critical problems we now face. Daren Cottle Sandy Utah	Daren Cottle	Website
4601	Please do not widen the road. The gondola plan is better for the environment, economy, and animals.	Courtney Case	Website
4602	The gondola option seems to me the most sound proposal. I'd support this alternative to congestion and closures in little cottonwood canyon	Anthony Anderson	Website
4603	I support the La Caille Gondola. Time for a permanent fix.	Karen Marriott	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4604	<p>BIG COTTONWOOD COMMUNITY COUNCIL COMMENTS TO THE LCC-EIS DRAFT ALTERNATIVE OPTIONS</p> <p>GENERAL COMMENTS</p> <ol style="list-style-type: none"> 1. Include Big Cottonwood Canyon in Transportation Planning. It's critical that the impact to Big Cottonwood be considered in areas such as tolling and BCC Park and Ride changes, for example. 2. Provide Year-round Bus Service. Year-round bus service is essential in the short-term for both canyons no matter what UDOT option is chosen. Safety and comfort would dictate that all passengers be seated. 3. Trailhead Connectivity. All UDOT options should provide for major trailhead connectivity. 4. No Road Widening. Road widening would not be needed in Little Cottonwood. More pavement could bring more vehicles. <p>THE GONDOLA OPTION</p> <p>A majority of BCCA members support the Gondola Option as the most practical environmental and safety option for Little Cottonwood Canyon. Reasons for support include:</p> <ol style="list-style-type: none"> 1. Better for the Environment. Gondolas rely on efficient technology with reduced fossil-fuel requirements to help protect watershed, forest, and air quality. Like any cable system, the Gondola system does not need access roads to the towers. 2. Better Safety. Riders will avoid stressful, crowded, high-risk canyon roads year-round. A Gondola system could provide an emergency egress, which is a critical need in Little Cottonwood. 3. Lower Costs. There would be a significant reduction in transportation operating costs with a Gondola System. These systems have reliable performance records worldwide. 4. Better Reliability. Gondolas are not subject to slow traffic, road closures, accidents, or slide-offs. Riders will have a predictable travel time frame. 5. Better Quality of Travel. Gondolas provide a more enjoyable travel experience, avoiding noise and polluted air. All of the UDOT options should require passengers to be seated. A Gondola system will reduce the need for high-pollution buses, which are obstacles to quality of life and travel for everyone in the canyon corridor. <p>THE ENCHANCED BUS-NO ROADWAY WIDENING OPTION</p> <p>Some BCCA members support the Enhanced Bus-No Roadway Widening Option because it could address traffic problems more quickly. Other reasons for support include:</p> <ol style="list-style-type: none"> 1. Good Trailhead Connectivity. The Bus Option would be able to connect to trailheads and address the growth in year-round recreation outside of the ski resorts. 2. Create Incentives for Riding the Bus. <ul style="list-style-type: none"> • A key goal is to reduce vehicles on the road by at least 30% using incentives that will encourage people to take the bus, such as: <ul style="list-style-type: none"> • Provide free bus service. • Implement a tolling system for cars that would encourage people to take the bus. • Eliminate roadside parking in the canyon. • Maintain bus stops year around at key backcountry trailheads. • Find ways to give buses traffic priority. 3. No Road Changes are Needed. More pavement encourages more traffic. The Enhanced Bus Option is scalable for future growth because buses can be added gradually. However, snow sheds in Little Cottonwood would be needed for safety. 4. Cost of Bus Service. The higher ongoing maintenance and operation costs incurred by bus service could be partly offset by implementing a tolling system for private vehicles. <p>THE QUESTIONS</p> <ol style="list-style-type: none"> 1. Will the UDOT LCC-EIS include plans for Big Cottonwood regarding tolling and parking at the mouth of the canyon? 2. Were other aerial solutions considered, such as a monorail? 3. What is the bus and gondola capacity of people per hour if only seated passengers are counted? 4. Can the UDOT study mandate that all passengers be seated on buses and gondola? 5. Will the LCC-EIS study consider ideas for connecting to major trailheads year round, such as local shuttles or buses? 6. Would emergency egress from the LCC be improved by having a gondola that is not limited because of road conditions and accidents on the road? 7. Will UDOT consider an emergency egress into Big Cottonwood as a public safety measure for LCC? 8. Was travel-time reliability considered and compared in the bus and gondola options? 9. Will UDOT analyze air pollution and noise pollution from buses and gondolas? 10. Can UDOT mandate that electric buses be used in the canyon corridor to mitigate noise and air pollution? 11. Will UDOT ask if UTA is willing and able to provide for the seasonal rehiring and retaining of bus drivers year after year, and at what cost? 12. Because snow-equipped buses are an expensive, dedicated fleet that would likely not be used year-round, will the UDOT study consider the specialized maintenance and storage facilities that would need to be built to house buses in the off season? 13. Since UTA officials say they cannot supply peak ski day bus service, could the options be reworked to provide a combination of buses and gondola? 14. What are some possible sources for funding to implement a project of this scale? <p>The Big Cottonwood Community Council appreciates this opportunity to submit questions and comments. UDOT's considerable public outreach and respect for all opinions is commendable.</p>	Big Cottonwood Community Council Barbara Cameron, Chair	Website
4605		Sydney Blake	Website
4606	The only reasonable option for reducing the traffic problem up little cottonwood is the gondola. Will limit construction traffic during the expansions period and allows for both inbounds and outbounds skiers to access the canyon easier. I fully support this option and believe either of the other two will only be a bandaid for a problem that will last decades.	Jake Gilmore	Website
4607	A gondola up LCC (sr210) will ruin the canyon. The increased number of people as well as the eyesore of a gondola cutting our beautiful canyon in half. Please rethink this and keep in mind why we love the Wasatch so much. The gondola will ruin the backcountry as well as resorts.	Matthew Cummings	Website
4608	I am in favor of the gondola system I think it's more efficient and better suited for the amount of traffic little Cottonwood Canyon have and endorse year-round.	Donovan Ramsay	Website
4609	Enhanced bus service to the base of little cottonwood then a cog wheel train up the canyon. It's what they use in Zermatt Switzerland. Only home owners and service vehicles would be allowed.	Jimmy Ludlow	Website
4610	I support the alternative that includes a Gondola plus La Caille Base Station for Little Cottonwood Canyon as the best environmental solution. Increasing vehicular travel and not extending the gondola are not reasonable, environmental approaches to this problem.	Catherine Miller	Website
4611	The LaCaille gondola gets my vote. Bus is for the birds!	Sam Rafferty	Website
4612	<p>Dear UDOT,</p> <p>As a Utah resident, avid skier and as officer of an alpine ski equipment company, I am in total support of the proposed gondola in Little Cottonwood Canyon. I have seen the traffic and parking situation deteriorate over the years, to the point where I no longer wish to attempt to travel into the canyon on a snow day or weekend.</p> <p>This plan addresses both the traffic and parking issues while maintaining the beauty of the canyon.</p> <p>Sincerely,</p> <p>Dennis Gaspari</p> <p>Vice President Sales and Marketing Dynastar-Lange-Look Group Rossignol North America</p>	Dennis Gaspari	Email
4613	Duh.	Michael Tribuzzi	Website
4614	My vote is for the gondola option la Camille	Katrina Jensen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4615	We live at the base of the canyon and feel the Gondola is the best option with the new proposed la caille station. I wouldn't know how parking would work for people who live close to the canyon to drive to big cottonwood to take a shuttle to the starting point and pass their houses again on to be three minutes from their house so the la caille station i think is a must accommodating parking and quick transition from car to gondola. I am concerned how rock climbing areas would be impacted and feel further analysis of where each tower would be and how high the structures will be. This also concerns me with road widening and that encroaching on the climbing/bouldering areas close to the road. The SLCA has expressed their concern with that. I still do wish an underground train would be an option but i'm sure the budget is not high enough.	Pieter Leeflang	Website
4616	Please help protect LCC and our local environment! Gondola all the way. I vote for option 2	Regina Farley	Website
4617	I must note that I have 30+ years of recreating in LCC year round. The last two winters with the IKON have made the gradual increase in traffic into an overnight nightmare. The resorts sure bathe in the money and all is locals pay the price. Where are Snowbird and Alta's responsibilities in the mess? My true vote is #2 and ban the IKON pass that has turned LCC into a Walmart situation. Sad....	Bruce O'Donoghue	Website
4618	I am in favor of snow sheds and increased bus service. I have lived in this valley for 12 years and use this canyon multiple times a week in all seasons. I want you to consider multiple uses in the lower portion of the canyon when making this plan, especially rock climbing. I do not advocate widening of the road. We should be looking to reduce car traffic not make it more hectic up top for parking. Also a gondola is not a safe option when looking at breakdowns and high winds that the canyon gets. Also the time it would take for a gondola trip would make it a non choice for most users.	Ross Miller	Website
4619	Enhanced bus service makes the most sense. We can eliminate most of the traffic congestion simply by adding buses and prioritizing carpooling. Single occupancy cars should pay a toll or have to buy a yearly permit.	Joel Trachtenberg	Website
4620	I am in support of the UDOT gondola option PLUS the proposed LA CAILLE BASE STATION. I think that it is the kind of investment we need to be making in Utah's future. The gondola option will have the most positive impact on Utah by reducing carbon emissions and protecting our beautiful mountain, which is crucial if we are to continue to have skiing for generations to come. It will be a boost for our economy, especially given our current economic situation because of Covid-19 by creating new jobs and bringing even more tourists. Also this is a long term solution which means it will be the cheapest of the current UDOT solutions. It is very important to me to have a solution that will last, and invests back in our community. UDOT should choose the gondola solution.	Kallin Glauser	Website
4621	Thanks for the alternatives. The only choice that seems to make sense is the enhanced bus with their own lanes. That is the most expensive, but it will actually help with the congestion. Buses running in normal lanes do not help, it actually adds more congestion. The gondola seems way to gimmicky. You have to drive to the parking lot, wait for the bus, take a bus ride to gondola, wait for the gondola, and then ride up the gondola. The time estimates seem way too optimistic, plus they do not include the drive time to the parking lot. I live 20 minutes from wildcat parking lot. I would never consider taking the gondola, with conditions perfect it would take me 1 hour 20 min at a minimum. My fear is that it would be so much of a hassle nobody would ride it, or they would ride it 1 time and never again because of how inefficient it is. My first choice would be looking at a tunnel system like the Boring Company, they have dramatically decreased the price of tunneling compared to traditional methods. It is super high speed and they have bus pods now (or will when this project starts). my two cents . . .	Brent Hawkins	Website
4622	We are residents of the Top of the World neighborhood and OPPOSE wider roads and higher speed limits on Wasatch. Commuters and skiers are already treating the road like a highway, not a road that runs through a neighborhood. On winter weekends we can't go south onto Wasatch during morning ski traffic times and North during afternoon ski traffic. We need mass transportation options NOT a bigger/faster road.	Kim Bloom	Website
4623	The alternatives proposed do not address the underlying problem: volume of cars. The whole reason there are traffic issues is that there are simply too many cars. The gondola does not reduce the number of cars because people are not willing to make several transfers when they could just drive their cars. Lane addition only encourages more cars. Bus enhancements are a good idea, but not just more buses. There needs to be more bus and rapid transit placed throughout the valley that run into the canyon. If we actually enhanced mass transit in the valley, then we would not need to fund major infrastructure changes like lane additions and avalanche sheds.	Chris Reisinger	Website
4624	For many years I've been a season pass holder at the little cottonwood canyon resorts, and have driven in and tried to bus up during the worst of traffic and parking. In terms of expanding the road, parking, and buses I think it is only a short term fix until it'll have to be done again which will be harder and with even less available space. I like the gondola idea because it is easier to expand parking and bus systems in the valley and is more in my opinion, is more environmentally friendly in the long run. As for lift lines, the timing of buses will be able to help with that so hopefully it never gets too out of hand	Jared Foerster	Website
4625	No gondola in this canyon please.	Meghan Roy	Website
4626	Building a gondola is too focused on the resorts without considering the other users of the canyon. The best option of these is enhanced bus service with a vehicle widening lane. This preserves the low cost, community feel of the canyon without exclusively catering to the resort users.	Tyler Pender	Website
4627	I am in support of better public transportation, but the gondola and the access roads that would come with it....I am totally against. Increase public transit and charge access fees.	Elizabeth Thomas	Website
4628	In an effort to reduce additional traffic and safely transport recreationalists in Little Cottonwood Canyon, I support the Gondola + La Caille Base Station option.	Jon Whipple	Website
4629	I feel a gondola is a bad idea due to aesthetic and weather concerns. a much better option and one which has been talked about for many years is a funicular railway. Better aesthetics and could run in all conditions if designed properly. In lieu of this while being built , more busses, more often and restrict vehicular to travel;perhaps to commercial vehicles including taxis,shuttles etc.	Chip Herron	Website
4630	Making it more difficult to drive discentivizes those of us who drive up the canyon and grill, eat outside, and work not to clutter the lodge. If this becomes a reality, it needs to become much easier to carry in lunch to a resort...	Douglas Wake	Website
4631	I live in Cottonwood Heights. During powder days you can hardly get on Wasatch Blvd. It's bumper to bumper to both Big and Little Cottonwood Canyons. I love the Gondola solution. It's unique, it will bring people to the area. It reduces carbon footprint and eliminates congestion in Little Cottonwood Canyon. Thank you	Lawrence Scott	Website
4632	UDOT, I am concerned that some of the alternatives presented in this statement do not account for recreation use other than skiing, and lack enough environmental study to be viable. Roadway widening would negatively impact many treasured bouldering areas in the Canyon, and potentially reduce access to trailheads. As skiing only makes up a portion of recreation in little cottonwood canyon, I think climbing, hiking, and biking access should be equally considered before any traffic solution is implemented. In addition, the Gondola alternative should undergo more intensive environmental analysis, as well as an analysis of how it might impact rock climbing and other recreational experiences. I agree with the Salt Lake Climber's Alliance that the best option for maintaining positive recreation experiences while alleviating traffic is the Enhanced Bus Alternative. This alternative would decidedly reduce traffic and lower emissions without impacting recreation in the canyon. This alternative seems to be the obvious starting point, and should be at least attempted before resorting to more costly and large-scale projects. Thanks! -Knox Heslop	Knox Heslop	Website
4633	I would like to express my avid support of a Gondola up Little Cottonwood along with the proposed La Caille Base Station and the Big Cottonwood Base Station. Having the second alternative to the south allows for skiers from the southern part of the valley ease of access to the gondola. Having to drive past the gondola only to park and ride a bus back to where you came from, makes no sense.	Hailey Griffin	Website
4634	The gondola would be my preferred option for little cottonwood canyon	Dan McAuliffe	Website
4635	Please don't build tunnels, add more busses or widen the road.	Mercedes Blackhurst	Website
4636	The Gondola Plus La Caille Base Station is BY FAR the best solution. The best environmentally, and the best practically, but what of BCC and Parleys? When it's all linked by lifts powered by renewable energy we'll really be making some progress.	Nick Hill	Website
4637	I am a hiker and skier who lives in Salt Lake. I support the gondola option. It isn't that much more initial outlay than the expanded bus service, it's cheaper to maintain, and it carries more people. Saving a few million dollars on the front end only to spend more money in ongoing expenses year after year seems unwise. Not to mention the lower emissions of gondolas is a huge benefit.	Kat Dayton	Website
4638	The gondola with a parking garage is the best long term solution. The gondola could have stops at a white pine/gad valley, Cliff lodge/Snowbird center, Alta, and terminate at Twin Lakes Pass at a day lodge. The gondola could serve the 4 cottonwood resorts. It would increase public access while reducing traffic in the canyons. This model has shown to be very effective in Europe and it's time for us to embrace this transportation technology.	Cabot Curtis	Website
4639	We need a gondola in Little Cottonwood Canyon. Safer and cleaner!	Leticia Lopez	Website
4640	Increased bussing without the widening of the lanes seems the most practical, fiscally responsible, and least intrusive to property and local access. Please consider this as the best option for the local community.	Juliette Palmer	Website
4641	Gondola!!	Jackie Langenecker	Website
4642	I'm in favor of a gondola for both big and little cottonwood canyons! Get the cars off the road!	Rebekah Connors	Website
4643	I support the "Enhanced Bus Alternative WITHOUT Roadway widening". While increased use and traffic is obvious and evident, current outdoor recreational resources are finite and cannot be replaced or relocated. A traffic solution that DOES NOT EFFECT the current climbing, trails, wilderness, etc. must be sought out. I am fully supportive of a "pay to play" fee schedule and expect there to be one soon.	Glen Kaplan	Website
4644	They need to restrict traffic flow up the canyon on snowy or on peak times limiting traffic to only the north entrance until off peak times. People who drive the canyon knows that people can't properly merge to enter the canyon on restricted days . So where does everyone park to take the gondola and how much is it going to cost to ride the gondola. I say try moving the traffic at a less restricted pass to prevent so much congestion going up the canyon. I have thought of this remedy many times as approaching the canyon entrance brings slowed down by the south entrance mergers. Try it once please before we build infrastructure up the canyon	Dan GRUNDFOSSEN	Website
4645	I'm in support of the La Camille Gondola	Anthony Manzione	Website
4646	The Gondola is a great option and should be a requirement for non-locals (not born in Utah, visitors, etc.). Utah born locals should have priority in accessing their own back yard. There should not be a toll in the canyon for private vehicles of Utah born locals. Non-locals should be subject to tolls.	Jenessa Henrie	Website
4647	No matter what gondola you build there will be people piling up to get to canyon first. So just moving the traffic from one hand to the other don't help	Dan GRUNDFOSSEN	Website
4648	Gondola!!	Christie Williams	Website
4649	Sandy resident. Please do the gondolas.	Taylor Warnick	Website
4650	Shuttle and bus service. Similar to Zion National Park. If it works for millions of tourists it'll work for us in big and little cottonwood.	Kim Rowland	Website
4651	Gondola Plus La Caille Base Station is the absolute best solution.	George Goodman	Website
4652	Gondola would be neat and I'd actually want to take my friends from out of town on it instead of a bus. Less traffic too and a reliable schedule sounds great	Jeff Kelso	Website
4653	seems that Alta and Snowbird stand to make all the money here ...how about they both invest in buying buses and shuttle people up and down the canyon ,i can see that happening maybe the city helps subsidize... Gondolas are a horrible idea ..dont go there .leave the canyon be..... I am talking like 5 buses each uta is not enough for sure thanks :)...slc is getting over populated and the problem is just starting in my opinio	nick ziter	Website
4654	I support "Enhanced Bus With Roadway Widening".	Michael Gibbons	Website
4655	Gondola & la caille	Janae Sudbury	Website
4656	My name is Joe Elliott, Salt Lake City resident and 30-day skier at our resorts. I am writing in support of the GONDOLA PLAN, though all three options have merit. I feel the gondola's biggest advantage is that it isn't beholden to avalanche closures. With that said, thank you for your eternal hard work and proactivity in tackling this issue.	Joe Elliott	Website
4657	This is a much studied issue, and I don't think there is a single answer to our transportation needs. I do think, however, that zero emission options should be considered, and that zero emission vehicles should be given preference for summer use and winter resort parking. Thanks!	David Richardson	Website
4658	Option 3 is the best choice in my humble opinion.	chris veloz	Website
4659	I support the gandola option	Braydonn Moore	Website
4660	Don't pave LCCI I support the Gondola	Robert Meffert	Website
4661	The gondola is the better option. I'd suggest we invest in our future and build a rail lone as the Swiss would, but short of that I support the gondola.	Matthew Natt	Website
4662	I am in full support of the gondola proposal for little cottonwood Canyon. I believe more busses, traffic lanes and concrete tunnels will ruin the integrity and beauty of this already gorgeous canyon.	Jenna Zaldonis	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4663	This is an amazing idea. A lot safer travel and way more efficient. Wish I had the ability to sign the check! I work as a lift mechanic in Park City. If this happens I will definitely be putting in an application!	Christopher Pierson	Website
4664	I support the Enhanced Bus Alternative (without roadway widening) Thank you!	Josh McAlister	Website
4665	Gondola option is the only one that makes sense for all parties!	Adam Macklin	Website
4666	The gondola would limit recreational access for climbing and bouldering in LCC. Additionally, expanding the road would destroy roadside boulders on the north side of the road.	Cyrus Johnston	Website
4667	I opt for the gondola! It is better for the environment, will greatly improve the transportation problem, and will help with air pollution.	Luke Davenport	Website
4668	As long as their is enough parking the gondola is a no brainer.	Jeffrey Fisher	Website
4669	I think the gondola should be the only option! Preserve the canyon! Widening and expanding the roads will only create bigger issues! I vote 100 times over for the gondola :)	Stephanie Dickson	Website
4670	I think tunnels/sheds over the roads and enhanced bus service/a bus lane makes the most sense. Gondola as presented makes the commute time too long. As a member of the mountain sports industry I commuted from my house in Millcreek up the canyons multiple times per week, and have been able to make the bus commute work by taking the 220 to the two available intersections with the existing ski bus. I've also observed successful implementation of avalanche sheds in Japan and seen how it positively impacts road traffic in avalanche prone areas. What good is a gondola if you have to drive to an easily overwhelm-able parking area that at best doubles the commute time and severely impacts the aesthetic of the canyon. More busses, a lane for busses, and avalanche sheds please!!!	Jacob Levine	Website
4671	As a resident of cottonwood heights and an avid skier in LCC, the gondola is the way to go! I am a native son of Salt Lake City, now 52 years old and learned to ski at Snowbird and Alta at age 7. The amount of cars going up LCC has become untenable and created parking crisis at the top of the canyon on many days, where there are no places to park a car. Cars with only one passenger heading up the canyon must not be allowed any longer without a significant toll for those who choose to drive up LCC with only one person in their car. Local Residents with Utah Driver Licenses should be allowed to drive up the canyon in cars at a lower toll rate - especially with more than 2 people in each vehicle. Thank you for conducting the studies to create the 3 final alternatives for LCC transportation solution. MY VOTE IS FOR THE AERIAL GONDOLA system -detachable cars - that are powered by Electricity and can carry the maximum amount of people, from canyon bottom to snowbird and alta stops.	Adrienne Brown	Website
4672	The trip would be scenic and fun for most travelers being transported up the canyon and this GONDOLA option would greatly reduce automobile emissions and carbon effluent and provide an environmentally strong transportation alternative using electricity rather than internal combustion engines. My Opinion is that the bus alternatives with widening of the road should include only electric or natural gas powered buses - otherwise you are contributing to more carbon monoxide emissions in the canyon. Why was there no discussion or component of the bus alternatives stating HOW the Buses would be powered. If diesel powered buses are the plan - as the buses are now powered then that is a terrible arcane idea and should not even be considered as a viable alternative. MY VOTE as an SLC long time resident and Local and long time LCC skier - is to build the Gondola Towers and put in state of the art gondolas that will greatly decrease car traffic, provide a lovely scenic ride up the canyon and back down, and have a high carrying capacity with lowest on-going maintenance costs and greatly reducing carbon emissions. Seems like the best choice by far. GONDOLA TOWERS AND DETACHABLE GONDOLAS to Snowbird and Alta	Camron Carpenter	Website
4673	I live near the base of the canyon and strongly favor the gondola option. It would be more convenient and attractive for families with young children.	Kaitlin Carpenter	Website
4674	Yes, let's definitely gondolate! No reason to destroy what we love by adding more asphalt and cars. Little Cottonwood Canyon is unique and wonderful - let's not turn it into Newark. It's that simple.	Keith Rosenfeld	Website
4675	This is the best ski area ive ever been to	Mark Turkowski	Website
4676	THE EIS should include a La Caille base station. I have been on some long gondola connections in the Alps and they are very effective. I used to live in Utah and return to ski 2-3 times/year.	Andrew Taylor	Website
4677	Hi there, I'm a long time lover of our canyons. This conversation over canyon congestion now a huge issue in many states, and I'm so glad to see it being addressed so constructively in my home state. This gondola is a great idea and would set an excellent precedent for other states as well. Please implement it to save our canyons!	Elizabeth Greene	Website
4678	Putting in a gondola would be a dream come true, it is a model shaped after European resorts, and has proven to be effective. I fully support this proposition!	Ian Stosich	Website
4679	While the Gondola is very cool, if it takes longer to get up and down the canyon, few, especially locals, will use it. I'd hate to see the line at the end of the ski day to get on that thing! Instead, I'd like the committee to consider charging for parking or can tolling the canyon PLUS adding more busses AND including a ski bus ticket with every lift pass. This way, we are incentivizing the behavior we want (public transport) and de-incentivizing the behavior we don't want (driving). Without big, expensive infrastructure projects and construction. Give people a better alternative to driving and parking (a lot of busses that run on time and get us up and down the canyons) and we'll do it. Thanks!	April Lisonbee	Website
4680	I am in favor of the Enhanced Bus Alternative (without roadway widening)	Michael Sieverts	Website
4681	I own a home right by LCC. Also, 1 ski Alta. I am in support of the gondola for 1. Conservation of the majestic canyon and 2. Economic growth, gentrification and profitability for the surrounding area.	Kristy Muir	Website
4682	Would love to see a gondola over adding more cars to the canyon which would only increase emissions and road rage! I live in Sandy Utah and Little Cottonwood Canyon is my favorite place in the valley. I frequently go up to hike. I've been skiing a few times as well. I've noticed more traffic in the canyon every year since I began driving up there 6 years ago. I've also noticed that parking areas next to trails usually smell like exhaust and burning brakes. Reading about the idea for a new gondola and base near LaCaille is so exciting to me! I would so much rather choose that than to widen the roads and put up concrete tunnels. The most environmentally impactful option should be chosen and it sounds like that's the gondola. More cars up the canyon would just make it ugly and really take away from the nature that we're all here to see. It's a bonus that the gondola would still work on avalanche days or slippery conditions because that would make the possibility of being stranded much smaller. Gondolas are exciting! I am really looking forward to riding this when it comes out. I know me and all my friends would be incredibly disappointed in our beautiful valley if the road was widened to fit more cars. That is not what a nature recreation area needs.	Blake Borgholthaus	Website
4683	Invite for the gondola	Megan Mullanley	Website
4684	As a resident of Salt Lake City, and a frequent skier in little cottonwood canyon, I would like to voice my opinion on the matter. I believe a gondola would be much more efficient, safer, cleaner, and probably cheaper alternative to improving the highway infrastructure. The gondola would also add an aspect of nostalgia similar to a European ski town, and could be used to attract tourists to contribute to salt Lakes tourism industry.	Ethan Brown	Website
4685	Invite for the gondola	Megan Mullanley	Website
4686	After skiing 70 plus days a year in Little Cottonwood for the past 5 years I have experience my fair share of traffic congestion trying to drive up to the resorts. I believe the gondola is the best way to rectify the problem because it will result in less carbon emissions but also help tourism. Last season I worked at a Ski-N-See location in the valley and had to always field questions from tourist about how to drive in snow. Many of these tourist are coming from areas where they never experience driving in snow so I'd always recommend taking the bus, however I know very few would actually listen as they probably see buses as lower class forms of transportation. Putting in a gondola would act as a bit of a tourist attraction and will help alleviate tourists who do not know how to drive in snow from driving up the canyon, therefore reducing the amount of accidents that cause heavy traffic in the canyon.	Ryan Cordes	Website
4687	Please do the gondola, not only is it better for the environment, or would also be a fun experience for all guests.	Jessie Anderson	Website
4688	The draft EIS was logical and comprehensive. One note of concern: The gondola with the La Caille base station seems to present the most logical long term environmental solution. If the gondola is the selected alternative, it sets the direction for transportation throughout the Wasatch front and back. Although the study is limited to LCC, it would be a gross oversight to isolate the decision to LCC without considering (within the means of the proposed study) the possibility for future expansion and connectivity within a larger system that connects BCC and the Wasatch backside.	Brian Reynolds	Website
4689	Gondola!	Anna Everett	Website
4690	I think the Gondola is by far the best short and long term option, best option for the environment, and best option to put Utah in the lead for all the above. I do think it should be in conjunction with a toll road. This would ensure the use of the Gondola, allow those in certain situations to pay, and allow that useage to benefit any cause deemed necessary. We could look to Colorado and their use of fluctuating tolls along 70 where tolls are higher in peak times. For example maybe a \$5 toll on summer weekdays, then \$100 on winter powder days.	derek skea	Website
4691	I while hearted agree that the best option for Little Cottonwood Canyon is to explore the unique option of The LaCaille/Gondola. Creating a Zermatt atmosphere versus Park City or Vail will maintain the beauty and the majestic environment that can be returned for generations.	Steve Urry	Website
4692	Thank you for considering this as a very viable plan. Thanks in advance Steve Urry	Steve Urry	Website
4693	The Gondola is such a better choice! What an amazing way to help the environment and help give people a fun experience!	Elizabeth Cox	Website
4694	Anything to reduce traffic and serve the ski areas is preferred. There are always slide offs, roll-overs and fender benders that increase during snow storms as well as hinder access to the resorts. A gondola would improve conditions on all days. I'm for it! I would also like to see gondolas connect Big Cottonwood and Park City.	Steven Miller	Website
4695	I support the gondola option. I feel it will enable the canyon to remain in a much more pristine state. I am an arborist and I feel this will save many trees from the pollutants of vehicle emissions. The combination of salt and pollutants from car emissions have a devastating effect on the trees. Tree health is compromised by road salt and vehicle emissions. Even trees that do not die are more prone to beetle infestations that can decimate the forest. Trees in good health have a much better defense system to fend off insect and disease problems.	rich chaffee	Website
4696	I think the gondola from the LaCaille base station is the best proposal. I would add that creating several additional stops on the way up the canyon would also be useful for those wishing to use the canyon beyond the ski resorts and Tanners flats.	Geoffrey Crockett	Website
4697	This will greatly impact the places I love to climb and hike. I have a 3 year old son who I can't wait to take up LCC to enjoy the same fun things I've gotten too. It will also greatly impact the wildlife and the beautiful scenery lcc has to offer. Please don't do this! Please!	Brandon Hobush	Website
4698	Gondola and parking structure is the way to go.	Dave Steele	Website
4699	I vote for the gondola option! It is clearly the most cost-effective, energy-wise, and eco-friendly option. I would hate to have the LCC altered by paving a larger road or increasing bus traffic.	Stephanie Hayes	Website
4700	I support creating a gondola in little cottonwood canyon. I feel it is the most beneficial option.	Bryce Phillips	Website
4701	Love it	Hunter Walker	Website
4702	I am NOT in favor of the gondola. Anything but the gondola. Dear God.	Martin Kuprianowicz	Website
4703	I feel the improved transit system would be best as it does not require the expansion of roads or construction to do so.	Jackson Liston	Website
4704	A tram for little cottonwood canyon is the most efficient way to move people up the mountain	Dom Camelio	Website
4705	Hello MY name is cameron griffiths, I am 36 years old, a utah local born and raised, I am married with two daughters. I am a passionate rock climber up little cottonwood canyon. My concern would be to preserve the canyon in a way so my daughters may enjoy it in the future. In addition to protecting the world class climbing the canyon has to offer. Preserving the canyon also means protecting it from visually impactful structures. As it is a wild place and should be left that way, I am aware of the increased traffic up the canyon. Significant increase in areas like lisa falls and red/white pine. That is in the summer. I think we all agree the worst traffic problems occur in the winter. I have read the proposed solutions to address the traffic. I am not opposed to making the existing parking areas like lisa falls, red/white pine slightly larger or developing/maintaining them better. I am opposed to the additional lane and gondola. The additional lane will wipe out world class rock climbing boulders and possible routes as well. I believe the gondola visually will be just as bad as the air quality in the winter. bad. A gondola would change the landscape of the canyon indefinitely. The main problem still would be parking. Where do all the bus passengers and gondola riders park ? My proposal would be to acquire the shopko on 9400 s. It could be turned into a parking/ uta bus hub for the canyon traffic in the winter. I believe the shopko area has potential if developed properly. I would not be opposed to a toll as well if an annual parking pass would be made available. In closing, Little cottonwood has the best rock climbing in the world. The climbing is equally renowned as the skiing. Developing the canyon road if done Improperly with damage the climbing forever. Please consider this when moving forward. Feel free to contact me for information on climbing in the canyon or any other way I could contribute.	Cameron Griffiths	Website
4706	Thank you The enhanced bus system without road expansion is the best option for transportation in little cottonwood. This still give easy access to lower parts of the canyon, as well as back country access in the winter, with minimal effect on recreation access and environmental impacts.	Torin McDonald	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4707	I am building a home in the Granite Oaks subdivision at the base of Little Cottonwood Canyon. It is one of my favorite canyons. I am very concerned about high volume traffic days and just being able to get to my home on those days. I have a business at the base of Big Cottonwood Canyon area and I see the traffic on high volume days. I would be opposed to widening the roads and making a "highway" feel out of the canyon. It could ruin the charm of the canyon and encourage a lot more traffic on non high volume days. My vote would be for the Gondola as proposed with bus station at the base of Big Cottonwood Canyon as proposed. I think this only works if you ban other cars in the canyon on high volume days other than residents, workers, etc. as proposed and then push people to use the gondola. I also think on non-high volume days (all season) the gondola would be used by those who want to see the canyon from a different perspective. I drive the canyon and never can see the true beauty as I drive. I believe the gondola option as proposed would even get summer use and used on non-high volume days by those who just don't want to drive the canyon, want the view, etc.	Paul Salisbury	Website
4708	Please go the extra effort and make the best decision	Steve Weidenbacher	Website
4709	Hi, I am concerned about access in lower points of the canyon. Maybe climbers rely on this parking on the side of road for access. The current proposals make our recreational sport very hard.	Susannah Anders	Website
4710	A permanent non-road solution is needed. The gondola would be optimal.	Tim McMasters	Website
4711	I'm fully in favor of building a gondola, it really does seem like the best option out there besides maybe a light rail and that's out of the question. Gondola4life!!!	Spencer Gordon	Website
4712	I have visited the cottonwood canyon in both summer & winter (from Canada) and the best option for easing traffic congestion is to construct the gondola and provide transit to the base station. Widening the road and adding snowsheds/tunnels is not the way to ease congestion.	Derek Gourlay	Website
4713	Buses will not solve the traffic congestion due to snow conditions. A gondola will reduce emissions in the canyon and allow the citizens unparalleled access. Build the gondola.	John Waskowicz	Website
4714	Hello, I am a Utah local who lives in Salt lake City because of its Unmatched outdoor access. I typically spend 3-4 days in big and little cottonwood and the wasatch range year round. I am an avid skier, climber, runner and cyclist. I am in support of the letter written by the Salt Lake Climbers Alliance. I strongly urge UDOT to consider the Ecological impact and climbing closures that most likely would occur if a second lane is added or if a gondola is installed. I AM IN SUPPORT OF ADDING MORE BUSSES TO THE CANYON. I do not believe that a second lane is needed if a larger park and ride is created to accommodate larger commuter demands. I am strongly skeptical of building a gondola. This only addresses canyon issues during the winter and does not ease parking issues at trailheads during winter and summer months. I also would much prefer to keep such a large eye sore and noise maker far far far away from our canyons. Thank you for your time, Steven Henke	Steven Henke	Website
4715	I support the gondola	Bethany Sorenson	Website
4716	I support the Gondola Plus La Caille Base Station. This is the most viable long term solution to support and preserve LCC.	Rani Quiram	Website
4717	I am in favour of the gondola!	Willow Lange	Website
4718	We have taken gondolas to resorts in Italy and they were wonderful. The roads could not handle the amount of traffic. It would be awesome to do a gondola!	Lesli Rice	Website
4719	I very much support the idea of a gondola and thanks to everyone who worked so hard on these proposals that address a very important issue for Utahans!	Morgan Aguilar	Website
4720	I am a home-owner in Sandy and live not too far from the mouth of Little Cottonwood and I believe the best solution is an improvement to option #3 being referred to as the "Gondola Plus La Caille base station". A group of community stakeholders, including Snowbird, have looking into the feasibility of this option for the past year. Please go to www.gondolaworks.com to see the details of this solution. To simply explain this solution, a developer has secured land at the base of Little Cottonwood Canyon that would allow for an efficient gondola base station including 1,500 parking stalls built into the slope of the mountain to not impede the views but effectively transport recreationalists up the canyon safely. This solution would be able to transport 1,500 people per hour up the canyon today but scale to 4,500 with very little additional capital investment. I believe this is the best solution economically, environmentally, and in the best interest of public safety. As a resident of this area I think this would continue to incentivize tourism dollars to our community and improve the way those tourist experience our outdoor recreation, as well reduce the impact of that tourism on the residence. Thank you for pursuing transportation solutions and helping to improve access to the Greatest Snow on Earth!	Steve Morrill	Website
4721	The Ikon pass should really not exist at all. The mass transit solves nearly every problem. Let's think long term!	Megan Galura	Website
4722	Please go the gondola route! No way should there be more traffic	Jock Danforth	Website
4723	I am a doctor here at the University of Utah. I know the importance of a disturbed wild places on our physical and mental wellbeing and health. I think we should do the enhanced bus service without roadway widening in order to preserve our canyons as much as possible for hiking, recreating and for the environment itself. Thanks, Dr.Abbeh	Rebecca Abbey	Website
4724	I live in wasatch resort and would appose a gondola running in front of my house. I didn't build here to see cables and poles and gondolas. Dear Utah Department of Transportation, I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Ms. Hilary Eisen	Jim St John	Website
4725	I posted a comment a few minutes ago supporting the gondola. I still support that option but then read the proposal from Snowbird and Alta proposing that the base station be at La Caille. This would ruin a beautiful part of the canyon by taking what is by and large a residential area and ruining it. The base of Big Cottonwood Canyon seems to be the correct location for the bus hub and parking station. Putting it at La Caille makes no sense for the canyon nor for the people in and around the canyon. Having the gondola start further up the canyon makes the most sense from a visual standpoint and from a use standpoint.	Hilary Eisen	Email
4726	I am in support of a gondola for LCC.	Paul Salisbury	Website
4727	From a local perspective additional parking and more frequent electric power buses seems more environmentally friendly. Additionally adding a gondola would add more congestion and a greater environmental impact.	Jaynell Booth	Website
4728	Gondola	Debbie Lam	Website
4729	I am for the installation of the gondola. It will make traffic flow faster for other reasons to get up the mountain	Tyler Anthony	Website
4730	Save our natural beauty!!!	Jack Berry	Website
4731	Gondola makes the most sense for Little Cottonwood!	Makenna Lynch	Website
4732	I strongly support the option that includes a gondola from the base of little cottonwood canyon. This provides for minimal environmental impact, compared with other alternatives. It also provides for highly efficient movement of individuals and groups up and down the canyon in all conditions. I believe this solid option would also be supplemented favorably with additional bus support.	Peter Bland	Website
4733	I am a proponent of the gondola solution.	Matt McReynolds	Website
4734	I support the gondola with expanded La Caille parking. I've used similar installations at Sunshine in BC and at various places in Europe and it works well.	Kate Bulger	Website
4735	Traction on the road is the significant issue during a storm that won't be solved by adding a lane, sheds and increasing bus service.	Kate McGuinness	Website
4736	Less pollution is always the better option	Alex Hansen	Website
4737	Widening the road is only going to make it more congested, more room to drive equals more room for cars to take the place. there are studies in CA and other states where they made more lanes only to have more traffic. stopping traffic and reducing cars are the only effective way. More buses and vans.	Kyle Moran	Website
4738	I support the la caille alternative gondola proposal for transporting people up little Cottonwood Canyon in order to mitigate traffic, reduce environmental impact, and reduce carbon emissions. This alternative the most efficient, and by it's unique design will put the wasatch front at the forefront of innovative design for resort transit.	Micah Rosenfield	Website
4739	The gondola for LCC is by far the most effective way to reduce traffic congestion in the canyon. The impact on the environment from the traffic is already astronomical and is a massive contributor to the awful winter inversions in salt lake. Not to mention widening the road will destroy more forest and wildlife habitat opposed to a gondola installation. WE NEED THIS!	Emerson Coddling	Website
4740	Gondola!	Kristen Haungs	Website
4741	This is a solid ideal I'm very supportive of the gondola. My only concern is the potential repair times if a malfunction were to take place on the gondola. Basically, what would the plan be if there were malfunctions? Maybe address the public on the website gondolaworks about safety plan and back up plan if there should happen to be an incident that could take hours to repair.	Meilissa Clemm	Website
4742	The Gondola Plus La Caille Base Station is the best option to move people up/down the canyon and get cars out of the canyon.	Brian Barnett	Website
4743	Go with Gandola option.	Cameron Chin	Website
4744	I'm excited that this is being addressed, as I think this will greatly benefit our community! Reviewing these, the enhanced bus with roadway widening and the gondola both seem like viable options. However, I think long term the gondola will be better. While it is a longer transit time, I think the bus will inevitably have a lot of the same issues we currently have. The road will still have to close for avalanche mitigation. There will still be people driving in the canyon in cars that can not handle it slowing and blocking traffic. I think the extra bus lane will help, but having a gondola that will run regardless of road conditions seems like a better solution.	Deirdre Murdy	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4745	Let's save this canyon. It's out of control. We will lose the tourism battle if we don't preserve.	Jason Hughes	Website
4746	I support the gondola option for improving transport up little cottonwood canyon. I think it is the safest, cleanest and most efficient solution. Thank you for listening to my option. My first choice is the Gondola. This will greatly reduce canyon traffic, and noise and air pollution from cars. Gondolas are widely and successfully used in Europe. It will also be safer for wildlife.	Ian Woulfe	Website
4747	My second choice is increased bus service. Ideally in addition to the Gondola.	ANNE ANDERSON	Website
4748	I support Alternative 1 – Enhanced Bus Service with no additional roadway capacity on SR 210, Little Cottonwood Canyon. This option provides needed increased bus service with a reasonable average time to destination, the least amount of environmental impact to the canyon, is the least expensive, and the fastest plan to implement. We are already "loving" Little Cottonwood Canyon almost to death and environmental impacts like roadway expansion and installation of gondola towers will push this already stressed ecosystem over the edge in a way that may never be recoverable. In addition, this plan needs to prevent future increase in the number of visitors in LCC. This is a small canyon that cannot handle much more human impact (aka "love") than it already receives. Not adding roadway capacity may help to keep the level of human impact where it is unlike the other alternatives which could result in more people than ever accessing the canyon at the same time and causing irreversible damage to this already stressed ecosystem. Alternative 2 – Enhanced Bus Service in PPSL may allow visitors to get to their destinations faster than the other alternatives, but this benefit does not outweigh the huge cost and devastating environmental impact risks. Alternative 3 – Gondola may be slightly cheaper than Alternative 2 and have lower maintenance costs, but will take significantly longer to get to Alta, cause a huge environmental impact to build, initially does not get more visitors up the canyon, but eventually may bring more visitors than ever up to the top of LCC, which this already stressed canyon cannot withstand. Alternative 1 is the only reasonable plan for using tax payer money wisely, quickly, and with the least short and long term environmental impact. For the sake of future generations and our environment, please seriously look at the Base Station as a serious option.	Katy Andrews	Website
4749	I support the gondola solution	Julie Christ	Website
4750	Anything to reduce traffic and serve the ski areas is preferred. There are always slide offs, roll-overs and fender benders that increase during snow storms as well as hinder access to the resorts. A gondola would improve conditions on all days. I'm for it! I would also like to see gondolas connect Big Cottonwood and Park City.	Jack Levine	Website
4751	Increase bus capacity. As a resident of Park City to see how the bus system works and functions here you guys are crazy to do anything other than increasing bus/ public transportation. Normal solution for many busy ski towns. Personal note I have a Public Management degree and have taken all the proposed solutions into deep consideration.	Steven Miller	Website
4752	I support the gondola and base station!	Adam Johnson	Website
4753	Please consider the Gondola Plus La Caille Base Station	Kait VanHoff	Website
4754	Please don't ruin our beautiful little canyon. Wider roads and more vehicles are not the solution!	Scott Kelly	Website
4755	Let's protect the canyon from becoming a tragic cautionary tale of paving. It's too beautiful to ruin. I support the gondola option.	Gavin Campbell	Website
4756	Anything that idea involving buses will fail! Locals do not want to load their family into the car then unload and load all their gear onto a bus to ski a few hours only to have to reverse the process after skiing. Tourist want nothing to do with a bus either. If you build a gondola it will be part of the experience! People will pay to ride it just to site see! Buses already run empty up and down the canyon 1/2 the season. Do the right thing and build a lift!	Michelle Baird	Website
4757	I support the initiative to build the gondola as a solution. I agree that it is a more comprehensive and holistic solution to the problems the Canyon faces. I would suggest, however, that the gondola be extended to cover the Wasatch Back (Park City etc.) in addition to the current plan to cover the Wasatch Front. During the ski season, especially, many visitors to Alta/Snowbird have lodging in Park City and must drive all the way around through I-80 and up LCC, a drive that takes an hour at best. Covering both sides of the Wasatch would substantially reduce the need for people to drive up LCC and reduce emissions/tear on the environment, which is after all the purpose of this project. Thank you.	Michael Coyle	Website
4758	For the sake of keeping the Wasatch Wild, please refrain from building an extra gondola service. This gondola service will only aid those in the resorts and not actually those who want to come and enjoy the canyons for all of their beauty. Instead, expanding the bus service along with having a dedicated buildout for the buses to stop would be a more efficient way to enhance travel into the canyons for anyone wishing to go without immensely slowing down traffic in the canyons. The gondolas will only serve to impact the wilderness and nature of the canyon in a negative way and will not be available to all. Again, please do not choose this option. Opt to keep Utah wilderness as wild as possible.	John Broadbent	Website
4759	Thank you Save little cottonwood canyon!	Sarah Paxton	Website
4760	I am a 100% for the gondola option. That will be a wonderful addition year-round and will help us preserve the canyons and reduce carbon emissions. It's a win for everyone! I'm excited for this option.	Olivia Larsen	Website
4761	Dear UDOT, I am in support of clean air and I hope that you will consider the gondola option for improving the little cottonwood canyon congestion problem.	Allison Chappell	Website
4762	Thanks for your consideration, Libby Anderson SLC resident	Libby Anderson	Email
4763	I support improving the bus system. The lack of development in the canyon is one of its' best attributes, and building a gondola will only detract from that.	Sarah Allred	Website
4764	I support the gondola option as it decreases car and bus traffic while eliminating the need to expand the roads in the canyon.	Diego Correa	Website
4765	Best long term solution.	Steven Fredley	Website
4766	I am support of gondolas for a transportation solution. It is the best option for beautiful Utah environment. Something that is worth protecting.	Markell Kolendrianos	Website
4767	We are season pass holders at Alta and love LCC. The gondola and La Caille base station is the obvious right choice.	Ben Pugmire	Website
4768	I support the gondola option	Benito Ramirez	Website
4769	I support the building of a high speed gondola to create more access in Little Cottonwood. I do not support the destruction of the canyon to widen the road for more vehicles.	Kristi Hurd	Website
4770	Build a high speed train system like you see in Europe with similar terrain. Add additional cars on busy days.	Jacqueline Faust	Website
4771	Being an European now living in Sandy, UT the Gondola is the way to go. Those will allow Alta and Snobird to be connected during Avalanche lockdown, will limit noise and pollution in the Canyon and could be upgraded with time (adding more gondolas). A large multilevel parking at the entrance of the Canyon would be the best as it would make for much easier access instead of waiting once for the bus in a small parking lot and another for the gondola.	olivier balthazard	Website
4772	Love cottonwood canyons! Looking into the future of our resorts , it makes sense to gondola people up . It can run during snow , avalanches, floods , sun , etc...Its an incredible alternative and future thinking! We must stop trying to cram cars up our canyons! Buses can shuttle people to the gondola , up they go! Done skiing , jump on the gondola! It is world class ! People from.far and wide will want to come to Salt Lake! Its a futuristic answer to today's issue! Let's do this! Love a true Utahrd	ROBERT CRATIN	Website
4773	I fully support this gondola idea! This would be a HUGE improvement in the LCC traffic situation.	Jason Glotzbach	Website
4774	Gondola plus La Calle parking station. I believe instituting a Gondola now will open up opportunities in the future, much like how TRAX has been expanding throughout the valley. Adding Parking infrastructure is critical to all three of the proposed plans. Consideration during the design/engineering phase should be given to develop mid-way drop-off locations for future development to allow for summer access to trailheads.	Alex Mongold	Website
4775	Gondolas are a great way to move folks up and down, fewer people on the road, fewer cars and buses polluting the air, and a chance for all passengers to see the beauty all around. (The driver always misses something) If they can build it with a garage nearby out of view and minimal intrusion on private property, why on earth would anyone be against it? No drunk drivers, no avalanches, no cars on the side of the road taking pics. Sounds like a win!!	Crystal Randall	Website
4776	As a local backcountry and resort skier, I support the expanded bus system and am against the gondola system. The gondola would further add development to the canyon and no studies have been done on carrying capacity, and would be more of a tourist attraction than solution. However, I do think additional parking is needed for the bus systems.	Jocelyn Cuthbert	Website
4777	I am in favor of the Gondola Plus the La Caille Base Station. If UDOT has not seriously researched this option I recommend that they do. It is the most viable option to me as a twenty year skier in LCC and business man in UT. Thank you, Paul F	paul fischer	Website
4778	I support the gondola option for improving access to Little Cottonwood Canyon.	Ben Maughan	Website
4779	The gondola looks like a great idea! Looks like it'll have lower impact on the environment and there won't be construction delay on that road which will inherently create more traffic on that road during construction.	Lauren Hughes	Website
4780	I support the gondola option for improving access to Little Cottonwood Canyon.	Ben Maughan	Website
4781	The future is.gondolas! To widen a canyon seems.expansive and non.solutionary. To expand roads (labor , traffic, unknowns, etc...) To always be held hostage to mother nature, doesn't make sense . Use a gondola , top to bottom ! Its an answer for the 21st century!	Sesil Cratin	Website
4782	For gondola in this area to help with traffic in and Carbon footprint.	Heather Johnson	Website
4783	I support the Gondola solution for its minimal effect on the environment both to wildlife, beauty of the canyon, less particulates and emissions.	Susan Mirow PhD MD	Website
4784	I am writing this in support of the Gondola Transportation option. This seems to provide the best transportation alternative with the lowest environmental impact as well as help address the air pollution in the winter from all the cars waiting to go up the canyon.	Kasandra Lundquist	Website
4785	I feel a.gondola is our best choice! I like to visit Utah a couple times a year. I've seen challenges/ issues going to Snowbird, Brighton, Alta , etc...a gondola makes great sense! Sincerely, (a tourist) Wade	Wade dennis	Website
4786	I prefer the gondola option. Lower annual O&M. Less environmental impact. Hopefully UTA will NOT be the operator. A bit more expensive initially but it will probably last longer than the buses.	Mark Schneggenburger	Website
4787	I am in favor of the gondola. I am against widening the road. The widening will destroy the canyon, disrupt wildlife, and cause more congestion. A gondola is much better for the environment, for air pollution, and for our wildlife.	Amanda Van Meter	Website
4788	This initiative is a great first step in finding transportation solutions for our growing outdoor recreation population.	Jennifer Powers	Website
4789	I support the gondola solution. No canyon widening, no extra buses and the commute time is not a whole lot longer than just driving myself to the resorts, especially on slick mornings. I can spend my time elsewhere. Like a good book or actually ENJOYING the ride and beauty up to the resort instead of focusing on driving or the other people that are affecting my driving. My only concerns are how often the gondola would breakdown or stop...Would it happen more often during bad weather than a bus and how many people would potentially be affected by those delays? Can they be avoided altogether? If a bus breaks down, it impacts the people on that one bus typically. If a gondola breaks down or has to stop for whatever reason, it's delaying the whole line. Thanks for this, I expect great things!	Emily Smith	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4790	I am Bob Paxton. Josh, I appreciate the Zoom meetings you directed and some honest candor and comments I've never seen from anyone on the topic, including Mountain Accord. I have skied at Alta for 50+ years, and I annually purchase a variety of passes for 12 of my extended family members covering 3 generations. Our family has been supportive of Alta and other cottonwood canyon resorts through the good and bad times. I really appreciate your admission that personal transportation, ie, cars, are necessary and integral to the 3 alternatives. I will cut to the chase here and comment that your group's goal is to cut personal transit by 30% and add alternative public transit that accounts for 31 - 32 % (based on your numbers and your charts). As a man of science these net increases of 1 - 2% additional bodies moved up the canyon are statistically insignificant. AND, the cost is overwhelming for those 1-2%. Is there an additional agenda that's undisclosed? Perhaps you can correct me on this calculation, and I do realize your intention to restrict road parking of a couple hundred vehicles. Why not take a cheaper approach and add 10 buses a day up the canyon? That eliminates widening the road - which will lead to hillside instability - refer to Provo canyon, gunite and all. Last weekend I drove to Alta for a quick mountain bike of the summer road. I spoke with a young lady at the toll booth, also an Alta ski instructor, for an opinion. She said the resorts are full enough and if we add people we should expand the resorts. She said that having quality runs is getting difficult and safety is becoming a concern. Most people that are 'avid' / regular skiers would agree. And most would admit our cottonwood canyon resorts are quite small compared to Park City, Aspen, Vail, Tahoe areas, etc. We all know that resort expansion is nearly impossible these days. Since UDOT has added buses the past few years, I've noticed an increase in skiers. However, that busing, as well as all 3 alternatives have flaws. Convincing people to ride the bus has been difficult, and subsidizing of a very non essential service is now the norm. Most Utah/SL County residents are non skiers. Most are also unaware of the subsidies that exist and unaware of the \$400-500M plans being considered. Even my State Senator is unaware of the meetings and plans. Josh, you were fairly transparent at your presentations, but the citizens deserve more. People distrust politicians and media when we all are not involved. (Consider the prison, the inland port and most recently the proposed tax on all services.) A few more thoughts: 1. Widening the road will likely create hillside weakness and lead to landslides, and eventually gunite up the canyon walls. How lovely that would be, let alone the impact on the watershed or animals. 2. As frequent canyon travellers know, snowy conditions preclude 2 lane travel in the same direction. Thankfully drivers feel it is unsafe to utilize 2 lanes and we generally form a single lane even in wider areas. 3. Gondolas may be interesting to ride with family and friends, for fun, like a 6-8 occupant car, but 30 per car and loading / unloading that car in under 2 minutes? With children? We rush the 'charm' of it. And, is there enough time and space to move your skis and bags into the car? Same question with buses. 4. Once the customer arrives at the resort, where are the changing and storage rooms - it's basically non existent. Personal automobiles are good storage and place to put your boots and equipment on. And once at the resort, how do 1000 people per hour move to desired starting point, as both resorts have multiple lower mountain chairs/tram. 5. TOLLING. Tolling is very negative to we the locals that support our resorts every year. We locals get very little recognition and rarely a thank you. Most of us want to ski with friends, and carpool, but occasionally it doesn't work out. Alta rewards carpoolers with better/closer parking. That's positive. Instead of 'tolling' our locals that do pay the road, local, and state taxes, why not reward the carpooler with a gift certificate for the driver to a resort. UDOT has plenty of money to subsidize, just make it a reward. Enough said. Please choose a cheaper and less impactful option like adding a few buses to the pool that exists. The resorts are wonderful but they are full. We must also think of quality. Alta is known around the world for quality powder skiing, as is the State. Please think of quality before the almighty dollar.	Bob Paxton	Email
4791	Option 3. Build the gondola.	Justin Holt	Website
4792	There will always be more people who want to access the canyons. Unfortunately, they have a carrying capacity. Humans destroying nature just to cram more people up into nature, further depleting biodiversity and pristine areas. So money hungry it's quite unsettling. It's so self centered to not consider the fragile ecosystem of the Wasatch and only think about how you can make this better for humans. We need to protect and preserve the environment. These options are not sustainable. Think about improving life for the flora and fauna before you think about yourselves and your pocketbook. Consider building a parking garage at the base and expanding bus service with electric/zero emission vehicles and more capable buses that aren't at risk of sliding off the side of the mountain in heavy snowfall times. This is the only solution currently being considered that does not have an enormous environmental impact that will forever leave a shameful scar on our beautiful mountains. Please protect little cottonwood. Thank you.	Cade Tyrell	Website
4793	I'm in favor of the gondola. I think just the fact that it can stay open during road closure will keep the canyon much safer	Kaden Larsen	Website
4794	I think the gondola is a good idea to get more people in the canyon safer and with a smaller carbon footprint. And it allows for more social distancing opportunities than the bus.	Leticia Nascimento	Website
4795	Hil I 100% support the gondola for getting up Little Cottonwood canyon as the most sustainable and environmentally friendly option.	Lindsey Marchant	Website
4796	I feel public transportation up LCC would be beneficial. However at the end of the day a gondola would be more beneficial getting up the canyon!	Rim Critch	Website
4797	While the idea for a gondola may seem like a good one, there will always still be the issue of parking at the base of the gondola where where it is currently proposed, there will be no way to have enough parking or to bring people there in a good way. Really the main issue is that there are just too many people trying to access the ski resorts and the ski resorts just do not seem to understand that they should just put a cap on how many people can come. Namely it doesn't even make sense why they're still advertising to get more people up there when the canyons just can't handle that many people at a time. It's like trying to add more pickles into a jar, once it's full it's full. Additionally the environmental toll of cramming more and more people into the canyons is a detrimental one. It requires further widening of roads which in turn further degrades the canyon from its natural state. Finally, none of these proposed expansions address or are in favor for any backcountry travel activities, the partakers of which are most in touch with keeping the canyons pristine and in their natural state and not developing them with more and more ski lifts that takeaway from the natural state for the greedy profit of those on top of the ski industry. It is absurd to support such an industry that makes those on top rich and richer, for example with ski lessons costing a fortune and the ski instructors getting paid so little. Not to mention how little ski patrol get paid for the work they do, exhausting and dangerous altogether. We simply should not be supporting such greed by allowing the ski resorts to expand even further by providing further capacity up the canyons all for a few more people on top to make more money while the rest of us deal with an even more crowded Canyon and a reduced quality of the ski experience	Arash Farhang	Website
4798	I support the Gondola PLUS La Caille Base Station as I believe it the most sustainable, effective and user focused option.	alex Dencic	Website
4799	Thank you for taking our input. I noticed on each hypothesis that a thousand (give or take) will make it up Little Cottonwood Canyon. This seems probably during the summer. In the winter it seems a bit more suspect! How many times have I been caught in traffic going to Alta? (I can't count). To be able to whisk people to Snowbird or Alta 24/7, 365... weather not a factor? Spectacular! Be forward thinking! Thanks	Drew Creighton	Website
4800	I support the gondola and base station. Save little cottonwood canyon.	Jeremy Jackson	Website
4801	I support the gondola option over all other options. My reasons are as follows: Traffic safety, especially when roads are icy. Traffic congestion, pollution from cars and buses contributing to the shameful air pollution in our beautiful valley. Other options will damage, destroy and pollute the treasure of our beautiful canyons. The gondola is a smart, forward thinking option for the future of mass transportation!	Susan Egan	Website
4802	Alternative means of transportation is our future. We need more Elon Musk'ish projects	Vladyslav Brylinskyi	Website
4803	Gondola is the best option!	Alexis Weixler	Website
4804	This is definitely a much better option	Garland Ledbetter	Website
4805	Don't ruin the canyons that make Northern Utah so beautiful! Staying small and saying no to intrusion of nature keeps tourism alive! Tourists come here for the nature, not the concrete.	Odesa Tinius	Website
4806	So few details on the "gondola works" website. Will it move as many people as fast as cars and/or buses? On a busy powder day, how long will I stand in line to wait to get on the gondola, both in the morning going up and in the evening going down? Will those lines be indoors or outdoors? What wind speeds can it operate in? How much will it cost per-person to ride? Will there be seats, or standing only like the Snowbird gondola? Where will I put my gear on the ride, do I just have to hang on to it the whole way? How far do I have to haul my gear (and my kids' gear) from my car to the gondola, and then from the gondola to the lodge/lockers/lift? How much use will it get on low traffic days (weekdays, weekends when it hasn't snowed in a while, summer, basically the vast majority of the days of the year it seems like it will be mostly empty, unless it's really cheap or free to ride)? Will it be of any use to anyone who is not skiing/riding at Alta and Snowbird (such as hikers, backcountry skiers, mountain bikers, climbers, etc.)? Are we really not going to do anything about Big Cottonwood Canyon while we are at this?	Bryan Murdock	Website
4807	Clearly the #3 choice for a gondola is brilliant and needs to be the one chosen. All of us at the U.S. Ski & Snowboard Teams in Park City, UT will make great use of this lift. Please do not alter the road and only amplify the vehicle issue.	Tiger Shaw	Website
4808	Please consider the gondola to enable easier access and decrease pollution	Tyler Richards	Website
4809	Option 3, with parking at terminal.	Eric Morgan	Website
4810	I support the gondola+la caille bus station. I love that it's both environmentally friendly and allows for year round access to slopes. Would be great for down hill biking options too!	Zachary Olsen	Website
4811	Increased canyon mass transit is the only way, private or public. Wasatch does not need to be 7 lanes in June.	Reginal Thompson	Website
4812	I support gondolas	Annika Cook	Website
4813	I would like to suggest that the IKON pass creates too much burden on the canyon roads. Yes, the resorts can support the load, but the roads can not. Please limit the amount of patrons allowed to ski in the resorts per day and this will solve the unsolvable problem.	Mark Decker	Website
4814	No thanks UDOT!	Madison Bodily	Website
4815	tldr: I support the Gondola Plus La Caille Base Station proposal. As a resident of Park City, I would welcome and utilize improved year-round access up Little Cottonwood Canyon. The only option that removes vehicles from the roadway is a gondola. In addition to being a beautiful and relaxing solution, it would be a tourist attraction in its own right. However, solely relying on off-site parking ensures underutilization of the transit mechanism and continued increases to vehicular traffic in the canyon. It would be foolish not to include absurdly expensive below grade parking as a means to subsidize the cost of riding on the gondola, thereby making the use of the gondola practical for lower wage service workers. Therefore, I support the revised gondola proposal referred to as the "Gondola Plus La Caille Base Station".	David Hotchkiss	Website
4816	Gondola, get it done!	Jeff Egan	Website
4817	I support the gondola. Road widening is just a temporary solution. A gondola is the kind of investment that will make Salt Lake City unique. It will make people proud	Benjamin Czaja	Website
4818	Please do not widen the road and add more car traffic to LCC. I support the gondola.	Megan Sessions	Website
4819	I support the gondola project along with the La Caille base station terminal above all other alternatives.	Karen Terzian	Website
4820	I support the gondola and anything else that helps to reduce traffic and keep the canyons sustainable and accessible	Claire Momberger	Website
4821	I would prefer a shuttle service. During peak times why not stop ALL cars at the bottom and only run a shuttle service. Similar to national parks like Zion and Yosemite. An increase in bus service with cars still on the road just adds buses to the traffic. Being stuck on the bus during peak ski traffic is horrible. With no cars on the road the shuttles could be extremely efficient and probably safer than some drivers. The only construction that might need to be done would be parking lots at the bottom. No widening of the road, no environmental impact through the entire canyon, no destroying cherished climbing areas, no confuting lane changes that would cause accidents, no gondola. Things that would shut down a gondola wouldn't shut down shuttles. Small everyday stuff like...wind. I would be happy to save the gas and brakes on my car to ride a shuttle up to a trailhead or a climbing spot. I rarely drive all the way to the top of the canyon. A gondola would only serve people going to one place while shuttles could serve the entire length of the canyon.	Katie Rockwood	Website
4822	I believe the Gondola, plus base station at La Caille is the best decision for LCC transportation. It will create a unique feature to the SLC skiing experience in addition to the benefits described in the proposal summary.	James Nadauld	Website
4823	i support the gondola!! please don't widen little cottonwood it's so beautiful and the nature is what makes it! by widening the road you're not only destroying the woods and our trees but creating something ugly for the sheer purpose of increased financial gain. people travel to utah to see our mountains and little cottonwood is a big part of that!	Mieko Johnson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4824	<p>Hi guys! Being born and raised in the mouth of little cottonwood canyon that place will always hold a very special place in my heart. Once I was old enough to get a job I started my career at Snowbird in 1998 Three seasons I spent traveling up and down that canyon and witnessed all the good the bad and the ugly that can happen in Little Cottonwood. I also watched as I drove into the fluorescent clouds each evening and held my breath as I traveled down into the pollution. 22 years later I can finally be grateful we are finally getting some solid ideas & solutions on paper. Working in the ski industry now for 22 years I can honestly say the Europeans all ready have it figured out. Looking into the thousand plus years of experience in the Alps it is clear that the modern day Gondola systems are the key to traveling the extremely rugged terrain in the mountains. Not to mention can also tremendously help the pollution issue SLC Valley has had by reducing vehicle traffic.</p> <p>Clearly the third plus option is a no brainer.</p> <p>Hopefully I can take my kids back to Ski little cottonwood, ride a gondola to the top and share the same experience I had as a kid with them on the slopes and know that UDOT understood the Important reasons behind the best decision...prepping for the future with the environment in mind. Leaving room for sustainable growth. My vote would be for UDOT to encompass the 3+ strategy of a responsible approach to the future. COLIN HALES</p>	Colin Hales	Website
4825	No more cars No bigger roads	Thomas Shields	Website
4826	I am in favour of the gondola. As an annual visitor from the UK the beauty of the valley would be ruined with tunnels and lines of cars, I think for the air pollution to reduce then parking at the foot of the canyons and having to use a gondola will cut the traffic. Thank you	Kate Whittington	Website
4827	Unfortunately one Gondola will only be enough to move a portion of the problem to the bottom. Their needs to be a massive parking lot built directly off the highway with a direct route to the new gondola station. Also if you don't allow any non essential vehicles up the caynon and only busses from this parking lot you won't need a gondola at all. Gondola's don't run in bad weather and you can build a parking lot and run hundreds of electric busses instead. This is a very easy simple solution based on the European model at basically every resort in the alps. The local bus system would drop at this big lot instead of the useless small lots at the caynon. Thank you	Roy Okurowski	Website
4828	I vote for option three. It has the least impact on our environment and the most cost effective. Zermatt has gondolas for all traffic into their beautiful mountain resort town. It is beautiful, a chance to look around while traveling to such an idyllic location. Little Cottonwood Canyon would benefit from this same option. It will be a draw for tourism and keep everyone safe.	Rebecca Roatcap	Website
4829	Why not just control how many cars go up the canyon, like they did last year. That should encourage car pooling but most importantly it will maintain the beauty of the canyon and save the environment. And/or more buses. Please don't dig up and ruin the canyon.	Terri Bingle	Website
4830	I strongly encourage the Department to move forward with the gondola. While the pros and cons relating to logistics and environmental protection for each of the options are clear at this point, as a marketing strategy consultant, I'd like to point out one more pro for moving beyond roads in LCC. Colorado has long been seen as the more environmentally considerate Rocky Mountain state. If Utah wants to continue to solidify its credentials in that department with would-be visitors, we need to make decisions like this and not have videos of the valley floor being torn up for a road expansion we all know will be overcrowded and fallible, just like the current road, as soon as it's completed.	Mike Treiser	Website
4831	I support the Gondola and base station.	Ilya Rudnitsky	Website
4832	<p>Little Cottonwood Canyon is a national treasure and is used ALL YEAR. Please do not selfishly focus only on winter sports. Bicycling up and down LCC Road is currently dangerous; yet, there is a high volume of bicyclers. The road needs two committed bicycle lanes for safety. In order to accomplish this road enhancement is the only alternative.</p> <p>With the advancement of electric vehicles, there will be few internal combustion engines on the road by 2050. Combine this fact with the visual damage to the canyon of hanging wires and gondolas, the environmentally proactive choice is road enhancement.</p> <p>Finally, the cost must be considered. USDOT dollars will have to be spent on road management anyway. By providing sheds to protect the road, road damage can be mitigated resulting in fewer dollars spent over the lifetime of the road. Any USDOT dollars spent on the road management will be on top of the nearly half a BILLION dollars spent on the gondola.</p> <p>Therefore, the only reasonable alternative is road enhancement with sheds as designated by Alternative number 2.</p> <p>Thank you, Thomas P Branch MD</p>	Thomas Branch	Website
4833	No road widening or gondola please. Yes to more buses during peak periods and yes to toll road system with AWD or 4WD or snow tires check at canyon entrance. Turn-around lane if in violation.	Ed Siebrits	Website
4834	I believe the Gondola plus base station proposal is the best solution to meet the needs of the public and protect the canyon.	Jeff Timmick	Website
4835	I support the gondola option, pending better impact study. Additionally, emergency bus service in case of gondola issues should be considered. My main concern with the gondola is that if it goes down, it's capacity increase goes to 0. Buses need to be available on short notice to handle this situation.	Jason Luther	Website
4836	I fully support the implementation of a Gondola system in Little Cottonwood Canyon. I also feel it is imperative that a parking structure is included at the base of the Gondola. If a parking structure is not included in the final plan and people are required to take a bus to the Gondola I feel the ridership would be negatively impacted.	Matthew Bednarczyk	Website
4837	Please consider the Gondola Plus La Caille base station alternative.	Moe Hickey	Website
4838	Preservation, protection, and prescience are primary for this pristine place. Thus, the ONLY reasonable option is creation of the gondola with a subterranean parking facility. Of course, a monumental secondary benefit would be the gobsmacking views of Little Cottonwood Canyon, the expansive surrounding landscape, and perhaps even a mountain goat. This forward-thinking solution will be an attraction unto itself, and will generate untold revenue for continued LCC preservation.	Brett Wilson	Website
4839	The SLCA supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing (according to information provided by UDOT). That being said, there is still extensive analysis needed that considers dispersed recreation in this Alternative.	Jess Powell	Website
4840	As a born resident of Utah I'm for the gondola. Been skiing here since I could walk. The gondola is the on only actual solution to this issue, the other proposals are just kicking the can down the road. Additionally, if there are any slides, cars off the road, or road closures, the other two options will still be stuck waiting to get up the canyon.	Aaron Neuenschwander	Website
4841	I support the gondola option.	Theresa Boone	Website
4842	I support the gondola As the best option to solve the traffic nightmare at Little Cottonwood Canyon.	Mary Christa Smith	Website
4843	I do not support widening the road. I would like a train, bus or other form of mass transportation from the gravel pit. Also would like to see Highland Drive completed through Sandy to remove local traffic.	Mike Halligan	Website
4844	I support mass transportation or gondola over increasing road width. Also want to see Higland Drive completes through Sandy to remove local traffic instead of an increased lane on Wasatch.	Mike Halligan	Website
4845	Increase buses, more parking at mouth of lcc, use technology to Scan how many people are in a car and charge cars appropriately	bill novak	Website
4846	In order to preserve the climbing up Little Cottonwood Canyon I implore that you please do not widen the road. Widening the road in Little Cottonwood Canyon will destroy several of the boulders alongside the canyon road, which bring in hundreds of tourists to climb on the unique granite rock. If more transportation is needed, I support the "enhanced bus alternative" WITHOUT road widening. Little Cottonwood is a sanctuary to climbers during the hot weather, where a lot of the walls and boulders provide shaded coverage to continue climbing during the off-season of summer. Please don't destroy the all the hard work the Salt Lake Climber's Alliance has done to maintain and protect these climbing areas. Thank you.	Jessica Cerchiari	Website
4847	As a 25 year old Utah native, who grew up skiing at Alta, Snowbird, and other Utah resorts, I hope UDOT seriously considers this initiative to preserve beautiful LCC as more and more people flock to these resorts every year. It is a long term investment that will prove to benefit my children's children.	Jacob Hughes	Website
4848	Please help improve the canyon access while preserving the mountain experience. The gondola is the best option to mitigate the 'evil question'.	Andrew Smith	Website
4849	2nd alternative for a enhanced bus with road way widening is the best option.	Maddy Warner	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4850	<p>Hello CWC,</p> <p>Tyson Bradley here with Utah Mountain Adventures, a stakeholder in the Cottonwood Canyons. We do mountain guiding, with a Wasatch-Cache-Uinta National Forest Permit since 1993.</p> <p>Dispersed Recreation: backcountry skiing in winter and rock climbing in summer, are what we primarily do. The transportation in LCC solution chosen now will directly affect our business going forward.</p> <p>Enhanced Bus Service with Road Widening and Snow Sheds is the alternative I support. It's essential to provide an incentive for people to use the buses. Having a dedicated lane for them would provide this incentive. I think carpools of at least 3 persons should also be allowed to use the "shoulder" lane, that would be uphill-only in morning and downhill-only in afternoon.</p> <p>Snow Sheds between Tanners Gulch and White Pine Trailhead will address a long-standing problem, decrease artillery use and road closures, and greatly enhance public safety.</p> <p>My main concerns with this option are two: 1. Roadside parking is essential for dispersed recreation, and must be preserved in most areas of LCC. Expansion of White Pine Parking Lot, and addition of proposed new lots is also important. 2. Climbers treasure boulders that are within 30 feet of the road. These should be preserved, if possible, when the road widening and establishment of new parking is done.</p> <p>Other notes...</p> <p>I support the transportation hub and parking structure at the Gravel Pit. Old Mill Golf Course would also be a good location for such a facility. Another one at Highland Blvd/9400 South intersection would also help.</p> <p>Tolls for private cars should be implemented. These should be highest for single-occupancy vehicles and lower for carpools. Monthly and season passes should be available.</p> <p>Similar solutions should soon take place in Big Cottonwood Canyon.</p> <p>Thank You for all of your efforts toward solving this acute problem. Let's implement these transportations improvements now! The CWC can then re-focus on long-term public access and undeveloped lands preservation</p> <p>All the Best, Tyson</p>	Tyson Bradley	Email
4851	<p>I am in full support of the Gondola Proposal. As a park city resident, I believe this is the only option that makes sense for Valley residents, tourists and committing skiers like myself. Cars on the road are the reason and that alone are the reason for my personal decline in ski days in the LCC. I used to ski in the LCC over 70 days a year, now I'm regulated to about 10 in early December before the masses arrive. I'd love to purchase a season pass again, but with the current traffic situation it's just not worth it. On a day in March in 2019, it took me 4.5 hours to go from PC to Alta. A friend of mine left PC at 5 am and was literally on a chair in Jackson Hole before I got into the Alta parking lot. That's just insane!</p> <p>I do not support the gondola or road widening options — particularly the gondola which will only service getting more folks into the ski resorts. It will funnel all users into a smaller space, delivering too narrow an impact for the great disruption its construction will cause to the Canyon.</p>	Matthew Baydala	Website
4852	<p>I am in support of tolling options and incentivizing/better equipping an enhanced bus route.</p> <p>I do not want to see LCC torn up. That would be an absolute tragedy and, to my knowledge, not the goal of this plan.</p> <p>It is a privilege to access and enjoy LCC. That doesn't mean the privilege shouldn't be shared. How accessible will a gondola really be to all socio-economic groups?</p>	Colleen Thibeault	Website
4853	I support the "Gondola Plus La Caille Base Station" option.	Luke Woydziak	Website
4854	I support the Gondola alternative to LCC	Kellen Mandehr	Website
4855	Please consider other options for Little Cottonwood canyon access Gondola option would be a better option for environment	Pamela Cengiz	Website
4856	I vote for the gondola, with La Caille Base Station. The bus options don't really solve the problem, and buses and transfers take too long - people won't actually use them. The gondola with parking onsite is fast and easy enough that people will actually use it.	Rob Horacek	Website
4857	I support the enhanced bus alternative method in order to preserve the climbing areas.	Ian Decker	Website
4858	Please create the gondola rather than widen the road to add more busses. The gondola would be safer in the winter anyway.	Cameron Skidmore	Website
4859	Gondola option	Clay Partain	Website
4860	The bus option allows access to the canyon and resorts to the most people. For many low income families, taking the bus is an affordable solution. This is a measure we should be taking to better equalize outdoor access.	Caitlin Jones	Website
4861	I believe the gondola plan is the most modern and sustainable going forward. It has the smallest footprint. Is very efficient. Is green, quieter, proven as a legitimate transportation option across the world. It would be enjoyable for all and be comfortable in ski clothing. The future is away from cars and roads, let's start that here.	Cody Cunningham	Website
4862	Do not destroy our canyons. Limit who uses the canyon roads daily. Use the lottery system on use. Prioritize use.	Lynda Reid	Website
4863	I am in support of the gondola however I would like to see parking AT the gondola location. I would also be in support of toll booths to help offset the costs of gondola.	Janalyn Osborn	Website
4864	I am in support of gondola alternative and anything to decrease vehicles of any kind up little cottonwood canyon	Camryn Osborn	Website
4865	I like the gondola idea.	Patrick Burns	Website
4866	I support	Calli Case	Website
4867	<p>Hello,</p> <p>My name is Jim Collinson. My family and I have lived in LCC for 30 years, and I have worked here as a ski patrolman, avalanche forecaster, rescuer, and dog handler for 40. The most terrifying moments of my life have been performing avalanche road rescues in the canyon, especially at night. And I've been involved in many.</p> <p>To address safety concerns and traffic congestion I feel that both a minimum of snow sheds AND a gondola are necessary.</p> <p>Snow sheds under the earliest and most frequent running slide paths will mitigate but not eliminate rescues.</p> <p>If we do not move the public in a safer manner there will be catastrophes involving many people; a high capacity gondola is necessary.</p> <p>Avalanches and snowstorms will not affect the ability to move people and goods safely and quickly.</p> <p>The current UDOT gondola proposal does not fit the bill at 1,050 people per hour with parking at the gravel pit and does not have my support, but the gondolaworks proposal appears to. If it can truly move 4,000+ people an hour and park them at the base terminal, it is a no brainer for many, not just me.</p> <p>If one must choose between gondola and snow sheds, my vote is for gondola first with snow shed plans for the near future.</p> <p>White Pine Chutes #s 1 + 2 are the earliest runners, usually. They enjoy a steep hillside above which I assume would make construction costs much less than Little Pine or White Pine. I suggest starting small with one shed covering both WP #1 + 2.</p> <p>As an aside, if one believes in climate change there will be no snow in Summit County or the temps to make it in say 20 years. Yet most of our hotels, condos, eateries, etc., are located there.</p> <p>We need to spin bull wheels not bald tires to get these guests to upper BCC and LCC where the last islands of snow will be. So, I am in full support of the idea of connecting Park City with upper BCC and LCC via a gondola in the future.</p> <p>Thank you for accepting input on a solution to a very real set of problems for us here in LCC.</p> <p>Jim Collinson</p>	Jim Collinson	Email
4868	Please refer to comments submitted by the Salt Lake Climbers alliance (https://www.saltlakeclimbers.org/news/2020/7/5/slcas-comments-to-udots-lcc-eis-draft-alternatives). I wholeheartedly endorse their analysis.	Adam Schmidt	Website
4869	There is absolutely no to widen Wasatch Blvd. First of all the canyons can't handle more traffic anyway and secondly if more access is required South than Highland Drive would be a better solution.	Bill Carrigan	Website
4870	I am in support of option 2. The reason why locals don't want to ride the bus is because it's faster to drive your own car. Why would people want to ride a gondola if it's going to take an hour? It should only take about 30-40 min to get to the resort. If it's going to take 60 then I might as well drive my own comfortable vehicle to PC or Snowbasin. Also it looks like a toll will be in effect regardless...a discounted pass for locals would be ideal (they do this in Hawaii and other tourist destinations). The icon pass also greatly added to this problem as well as the traffic in BCC...get rid of it. Lastly, I think that some responsibility should fall on the resorts to increase parking capacity with parking garages. Even if the traffic is reduced there still needs to be big enough parking lots, including the bus stops. I used to love to ride the bus but you can't find a parking spot on a powder day.	Kimberly Deem	Website
4871	Been skiing in Little Cottonwood since mid 70s. The change in demand an impact has been catastrophic	Tom Peek	Website
4872	I have been a season pass holder at Snowbird for many years and I love the idea of a gondola. I worry about traffic, safety, environmental pollution and ruining our beautiful mountains and after reading and considering proposed options I believe that the gondola is the best solution to the problem.	Amy Moon	Website
4873	build the gondola, not more cars in little cottonwood canyon	Richard Eyster	Website
4874	Gondola makes the most sense economically, environmentally and logistically	Josh O'Neil	Website
4875	After looking at the variety of options presented, I believe the La Caille Gondola provides the best option of keeping traffic out of the Canyon, lots of parking and an enjoyable ride up the Canyon. Please implement the La Caille Gondola Solution! Many thanks!	Karen Burnz	Website
4876	I support the Gondola + La Caille Base Station	Melissa Lopez	Website
4877	I support the gondola La Caille base station	Rasa Karosas	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4878	I am a 24 year veteran tour guide. Canyon visitors go to enjoy the vistas. Therefore, provide the best option that results in maximum visual experience. That would be a gondola. Think about why European countries have built majestic mountain gondolas. Building costs should not be the major issue in this monumental decision. Gondolas will provide a "Theme Park Opportunity" for us to be in a panorama, 360 degree, stunningly beautiful adventure in the Majestic Wasatch Mountains. The building cost may be high but it will become an icon of Salt Lake Valley.	michael williams	Website
4879	I support the Gondola + La Caille Base Station	Rodrigo Lopez	Website
4880	Gondola is the best all around solution. Poor air quality and inversion in UT is always a struggle in the winter. Adding more buses and Capacity for cars doesn't help and doesn't fit the needs of LCC. Gondola is the best all around choice and will improve UT.	Colton Twitchell	Website
4881	<p>First callout...</p> <p>The latest proposal by CW management to create a parking garage near La Caille is a total disaster on so many levels. The CW teams attempt to side step the past few years' EIS community involvement & feedback is just wrong, period. Notwithstanding, the proposal is completely void of the visionary leadership required to keep the Wasatch Front the jewel we know today and smells of a total money grab. NOT part of the study, stop it now.</p> <p>3 Proposals</p> <ul style="list-style-type: none"> • Bus service improvement with no additional lanes. • Bus service improvement with additional flex lane (going from 2 lanes to 3 lanes) & • Gondola. <p>Option 1 –Bus service improvement with no additional lane. Cancel this option immediately. We've already seen this DOESN'T work in Big Cottonwood Canyon. It's a dead stop. Toss it off the option list.</p> <p>Leaves us the improved bus service with an additional (flex) lane OR Gondola options:</p> <p>The Choice – Improved bus service with an additional (flex) lane.</p> <ul style="list-style-type: none"> • ONLY option that clearly mitigates upper and lower canyon traffic issues. • Decentralizes the traffic congestion; provides an opportunity to have direct bus service between many Salt Lake County locations to and from ski areas WITHOUT stops. • Provides high speed access to the upper canyon. • Super scalable. Has the agility and flexibility to solve issues all seasons. • Creates a holistic model that can service the entire canyon 12 months a year. • Is the ONLY solution for hikers, bikers & canyon aficionados from an improved safety perspective if engineered appropriately... (That good ole 3rd lane that can convert from a bus lane in the winter to a hiker biker people pathway in the spring/summer/ fall months). A dynamic vs static model. Today, bikers and hikers use a less than safe shoulder. • Provides disaster/fire danger mitigation through additional lanes up and down Little Cottonwood. • And in today's environment provides additional SLC County employment opportunities. <p>Option 3 -Gondola</p> <ul style="list-style-type: none"> •Although an interesting solution, it's a one horse pony. Neither scalable nor agile. The infrastructure is static NOT dynamic. You build it today, you live with it forever! • We haven't solved the traffic congestion problem JUST moved it down the mountain a bit. A painful consequence for poor leadership and vision. • Only addresses people to and from the ski areas; the canyon is A LOT more than Alta and Snowbird. • Fails to improve hiking and bike safety that blends itself nicely with a 3rd (flex) lane up the canyon. • Doesn't tackle summer month's traffic surges up and down the canyon for hikers and day use groups (which have been more prevalent in today's headlines and increasing yearly). • Fire management & mitigation isn't addressed. <p>Best Stephen Bissett</p>	Stephen Bissett	Website
4882	I support the Gondola + La Caille Base Station	Meissa Lopez	Website
4883	I think the path chosen should be the one that produces the least impact on the land. It sounds like adding buses would be the best way to go. Electrical buses are widely available and can reduce emissions significantly. Widening the road would cause damage to LCC as well as building a Gondola. There comes a time where we need to decide we do not need to increase capacity, just cap it, and people will find other places to go to. I do not go up LCC on snow days because I know what traffic is like, and I'll let others enjoy it. I would take the bus instead of my car if it was frequent enough to be reliable. I can't afford waiting 30 minutes for a bus, only for it to show up full and having to wait for another bus. If I know I can catch a bus within 5 minutes of when I decide to leave I wouldn't think twice, I'll save my car's mileage, gas, and tires, and ride the bus instead.	Itay Neumann	Website
4884	I am a Colorado resident and visited Snowbird in early January of 2020. The first day that we went to Snowbird (January 2nd), they got 18" of snow. We avoided the powder traffic rush because we got there at 11:30. Regardless, we wondered what happens to Little Cottonwood Canyon whenever there is awful traffic. A Gondola or Tram may be a wonderful idea to help with traffic. Driving up the canyon is cool, but taking a gondola would be even more scenic and reduce traffic. Back in February, there was a giant storm there where I heard that a lot of people got stranded because the road was closed. In this type of scenario, would the gondola also be closed and all of those people be stranded too? This needs to be looked at from every angle, but I would support a gondola.	Robert Murphy	Website
4885	I am in support of the gondola option for access into LCC. Alternative, environmentally friendly transportation is a must to maintain and improve the canyon and Mother Earth.	Peter Fleischmann	Website
4886	I support the Gondola option as the best long term solution.	Michael stringfellow	Website
4887	I support the gondola option for Little Cottonwood Canyon. I feel it is the more sustainable, economical, and environmentally friendly option. It would also reduce road rage incidents and limit the number of inexperienced drivers in the canyon.	Kirsten Benson	Website
4888	I support the Gondola option.	Michael stringfellow	Website
4889	I am very concerned that the draft EIS report does not adequately take into account the impacts of the alternatives on dispersed recreation, especially in the lower portion of Little Cottonwood Canyon.	Bill Ayers	Website
4890	Expanding the roadway and providing additional buses to the resorts is the only viable option. As noted by dozens of comments, gondolas are a terrible idea. Storms, wind, power outage and dozens of other low-probability scenarios could trap hundreds or thousands of people up the canyon without a viable way down. Expanding the roadway does not necessarily mean more traffic - historically yes "build it and they will come" is true, however as Solitude demonstrated this year with charging for parking at the resort, traffic was reduced in that canyon (or people switched to other resorts - unclear) and I can say from personal experience my carpooling increased dramatically. There is no reason this new lane or lanes shouldn't be tolled. Allow people to buy an annual canyon pass, partner with the resort and make it an additional \$100 fee for canyon access and parking. There MUST be coordination between the resorts and UDOT because if you price the parking and tolls to high you will discourage use entirely and that is the wrong course of action.	Christopher Mitton	Website
4891	There are other ways to encourage car-pooling, use of public transit and other alternative transportation sources, that don't mandate slow, inefficient and costly new transportation alternatives. Safety should always be the #1 priority of UDOT and expanding the highway to allow for greater mobility is the only way to guarantee passengers are safer on that road.		
4891	We need to think the long term benefit and preservation of our drinking water and safety first.	Leily Caz	Website
4892	I support the gondola, it's a great idea to improve our safety and is much safer than driving up and down LCC, both in terms of avalanches but also accidents!!	adriana villalobos	Website
4893	Let's look for the future not just put a band aid on the cut.	Valerie Caz	Website
4894	I am in support of the Enhanced Bus Alternative without widening the road or adding a tram. Of the proposed options, this will have the least impact on the canyon in total.	Blake Zimmerman	Website
4895	Maybe consider a train system? Something needs to be done.	Richard Trombi	Website
4896	I am a 50+ year Cottonwood Heights resident. For winter access, the gondola option seems to be the best choice by far. More costly to construct, but with lower O&M costs for the future. Less pollution, and less susceptible to extreme weather conditions. I wonder though if there is any concern about traffic problems for summer access to hiking trail heads, camping and picnic areas. If the gondola only has access points at Snowbird and Alta the traffic relief during the summer may be minimal (if indeed that is a concern).	Cliff Beattie	Website
4897	hi, I would like to see the gondola developed. This appears to have the lowest impact to the environment and recreational activities of the canyon.	Nicolr Mcdaniel	Website
4898	We need less cars & pollution in Little Cottonwood Canyon. The best option is the gondola.	Emily Jones	Website
4899	As a resident of the area, a gondola would be a much better long term solution. There would be less pollution of the canyon. Widening roads is only a temporary solution, and the environmental impacts would be sad for such a beautiful area.	Andrew Gagnon	Website
4900	100% behind the gondola and base station proposal. This seems to me to be the only solution that makes real sense. As a 31 year resident of UT and an avid skier, it's past time to take real action to save Little Cottonwood and all of UT's beautiful and unique canyons for generations to come. PLEASE! Let's take the Highway to the sky and show it can be done. Little Cottonwood Skyway, bring it on.	Allison Willingham	Website
4901	I would like to see a Gondola to LCC	Jay Goldberg	Website
4902	Please make sure you address access for climbing in the spring summer and fall and Backcountry ski access in the winter. I still would like to be able to access these areas if a bussing on gondola system is implementes. Overall I support a better way to get up the canyon to ski resorts.	Karen Bakken	Website
4903	I support the gondola given that it is the greenest option. I am sad to see the canyon's beauty disrupted by the infrastructure of a gondola, but the air quality and pollution caused by the millions of dirty cars is even worse. I would also support increased bus service provided that the buses are all electric.	Alek Konkol	Website
4904	I would love for a gondola and wider roads in LCC for more bus service too.	Henry Gates	Website
4905	I think the gondola solution proposed with a base near LCC should be considered. The road should be widened as well. It will be worth the investment even at 2x the cost.	Brian Burgfachtel	Website
4906	The problem is NOT Wasatch Blvd and the solution is not to increase traffic capacity. As a skier and resident living in the Granite neighborhood, I commute on the Blvd several times weekly and the delays are entirely tolerable. Instead, reduce the CANYON traffic volume with base parking and effective bus transfer. Those who insist on driving private vehicles should be capacity-limited and pay a hefty toll for the privilege. \$40/vehicle feels right. DO NOT widen Wasatch Blvd.	Richard Tanner	Website
4907	I think the gondola is the best option, when looking at the future, as it reduces impact and pollution from car and bus traffic.	Josiah Peck	Website
4908	Enhanced Bus Alternative preferred. Please consider parking for back-country skiers. Safety and enjoyability for cyclists also needs to be considered.	Chris Peterson	Website
4909	I support the Gondola option - as it is cost effective and requires less money for ongoing maintenance. In addition, it is the ONLY option that makes the canyon experience begin during the travel portion. This gondola would drive fly-in and regional travel - and would be utilized year around.	Blake Sarlo	Website
4910	How is it that taxpayers are supposed to foot the bill for a gondola while at the same time paying resorts for extremely overpriced passes and tickets? Since the resorts are the only entities in a position to gain anything monetarily, shouldn't Alta Ski Area and Snowbird be paying for a large chunk of the Gondola, or any road updates? Seems like locals are paying to ski twice, while the resorts are double dipping on money earned by locals.	Warren Scott	Website
4911	As mentioned in my previous comment, I favor the "Enhanced Bus with Roadway Widening". But I forgot to add a request to PLEASE charge a stout toll (at least \$40) to cars with less than 3 people for winter weekends. If individual driving is not made very inconvenient, while at the same time the bus is made very convenient, the traffic problem cannot be solved. Making the bus very convenient would involve large parking structures, where a bus will take you straight up the canyon.	Peter Veals	Website
4912	I use the canyon frequently in winter and summer for recreation. The traffic is terrible and environmentally irresponsible. I favor the gondola option. The sooner the better	Kurt Frankenburg	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	Please pursue the gondola plus La Caille base station option.		
4913	I worry that widening the road and promoting busses will only be a ten year bandaid. Major changes are required to address our immense forecasted growth, and I believe this investment to be the most sustainable.	Craig Lindsey	Website
4914	I'll make this short as I'm sure you have a lot of comments to sift through. It is essential that the interests of all individuals, not just resort skiers, are considered during this process. LCC is one of the best climbing locations in the Wasatch. However, in order for it to remain so roadside parking access is required in various locations throughout the canyon. Prohibiting roadside parking in the name of roadway widening would greatly diminish both the access and value of this precious public privilege. Maintain access to LCC climbing.	Zac Pond	Website
4915	I think that widening the road will be a mistake. Since this impacts watershed options and the environment through exhaust pollution, there needs to be more environmentally friendly options. The Tram is the best alternative.	Marla Howard	Website
4916	Go gondola!	Michael Fucci	Website
4917	My family and I fully support the Gondola option for the canyon.	Todd Davis	Website
4918	I am a 20 year weekend veteran of Alta/Bird ski schools who used to take the bus up the canyon. When UDOT closed the bus stop at the mouth of LCC, I started driving on my own (sometimes car-pooling). #1 I am okay with a limited number of skiers/boarders in the mountains... less on-hill collisions, quicker lift lines, better powder! #2 More parking at the mouth of LCC. Increased number of parking stalls, better public transportation hub for LCC at the mouth of LCC. Keep LCC transportation separate from BCC parking. Encompassing Temple Quarry Trail parking and infrastructure into LCC mouth parking area and UDOT hub for LCC. #3 Snow Shed Alternatives make the most sense to me... tested, tried and true thought Europe. With Berms and/or with Roadway Realignment. #4 Strictly enforced "AWD/4x4 and snow tires only" policy from UDOT during winter months.	Cooper Cazedessus	Website
4919	I think this is a great idea! I've been skiing Snowbird for the last 20+ years and nothing is worse than looking down at SLC and seeing the cloud of pollution - I think anything we can do to reduce that cloud is beneficial to the mountain and to residents.	Julie Miller	Website
4920	I support the gondola option. It gives more people access, during the most conditions, but without adding more cars. Please also consider the La Caille base station.	Susie Strong	Website
4921	I am AGAINST widening of Wasatch Blvd. I live on Kings Hill Dr and at times, it is already difficult to turn onto Wasatch Blvd because of the speed and frequency of cars. I feel widening Wasatch Blvd would increase the traffic more than the neighborhood can bear. Please keep Wasatch the way it is.	Patti Asay	Website
4922	As a Utah native I support the gondola plus la Calle base station!	Megan Perkins	Website
4923	In my opinion, the only alternative that is close to the mark is the enhanced buses, WITHOUT sheds or berms in the canyon, or adding lanes to the road. The problem in Little Cottonwood Canyon seems to me to be a transit problem in need of a transit solution. Enhanced buses with routes that penetrate further into the valley communities, thus making them more usable for both residents and visitors, seem to be the most workable solution on offer at this point. Apart from that, I don't think Little Cottonwood Canyon will be enhanced by building more stuff there. Berms, sheds, and a bigger road are unnecessary. A gondola would be an absolute blight, with negative impacts for every canyon visitor or user who is not actually riding the gondola. That alternative should be thrown right out, and does not deserve further consideration.	Curtis Meek	Website
4924	Gondola!	Mel Ott	Website
4925	The gondola is the only solution that really makes sense. It's the only way to make "ski city" mean something for guests who face incredibly frustrating drives. If you build more lanes, you'll simply end up with more cars.	Robert Rosing	Website
4926	Thanks for your hard work. Is there a possibility of modifying the Gondola option by developing parking at the base of Little Cottonwood Canyon eliminating the need to transport those who park in the mobility hub to the base of the canyon? In the long-run, I suspect this would be less expensive.	Scott Pickett	Website
4927	I am against the gondola option. It's not feasible for families and I don't see it alleviating traffic enough to make it worth. It also commercializes the canyon more. The extra time it takes to get up the canyon makes it the least appealing option. I vote for increased bus service and widening the road. If there were convenient bathrooms and enough parking so many more people would be willing to shuttle up on a bus. If tolls are put in place for busy day I hope carpooling will be taken into account. Families with young kids should get first priority for being able to drive up in their own vehicles without being penalized. Are you also considering options for alleviating traffic in BCC?	Cheryl Bikman	Website
4928	The Gondola plus LaCaille base station makes the most ecological sense. It cuts down car traffic and dangerous travel conditions on the road up the canyon, and eliminates both the perceived winter need to widen the road to Snowbird and Alta and the unsightly tunnels that destroy the non-snow season views. Fewer cars and more clean buses also protect the culinary water in the canyon, and also reduce emissions harmful to both people and wildlife in Little Cottonwood Cyn. I am a Snowbird summer owner from suburban Philadelphia, PA, and the biggest appeals of spending time at Snowbird each year are being able to breathe the clean air, drink pristine water, and watch all kinds of wildlife on our hikes. Adding 2 more lanes of pavement to the road would destroy all three! The cleanest and most conservative (in the ecological sense, not the political sense) solution to the winter problem is the gondola plus the LaCaille base/parking garage. In fact, I would use the gondola (and then public transit) in the summer too, on days when we head into SLC itself to eat at the Red Iguana and visit Red Butte!	Gertrude Graves	Website
4929	Please consider the gondola alternative above all others to fix the traffic, pollution and overcrowding problems in Little Cottonwood Canyon. Thank you.	David Cumming	Website
4930	It's a great idea!	Cathy Schaeede	Website
4931	I'm not in favor of any transportation improvements up LCC. But if you just have to, then please simply improve the bus schedule. My largest comment pertains to the fact that I believe the LCC EIS is too narrow in terms of looking at the Wasatch transportation issues from a more holistic viewpoint. Big and Little Cottonwood Canyon have different transportation/access problems but should be viewed as part of a larger comprehensive system.	Paul Robertson	Website
4932	With regards to the alternatives laid out in the EIS - I am personally in favor of the enhanced bus with no additional roadway capacity in LCC. I think that route combined with the snow sheds will help to alleviate some of the "Rush hour" impacts that are created with the morning and evening commutes combined with heavy snowfall. I personally think that the widened roadway and gondola options are too intrusive for the canyon and will have negative impacts on the natural beauty and important watershed. The Gondola option is by far the most ridiculous. Transportation planners all understand that three different transfers (car - bus - gondola) will likely reduce the actual usage because of the convenience and overall commute times spent. Further - I ask if we are only considering this option as a way to focus on the primary tourism components of the canyon with the ski areas. There are a ton of other ways this canyon is used and I think create a tourist trap does not actually help to alleviate the transportation challenges. JD	Jesse Dean	Website
4933	I appreciate the thought being put into alternatives for LCC transportation. I am most in support of the gondola addition as this seems like the best way to truly add capacity to the canyon. Bus schedules and routes can still be improved with the gondola in place, but this will add an entirely new and highly efficient transportation option. The gondola will allow maximum throughput without any natural repercussions or negative impacts to the canyon itself. Thank you for your consideration!	Nick Sorenson	Website
4934	Gondala	Josh Williams	Website
4935	No toll should exist what so ever. Toll booths slow down traffic. causing pollution. From 8:30 to 9:30 close all traffic coming down the canyon buses get left lane all other traffic gets the right lane. Repeat this from 4:00 to 5:00 in the opposite direction. Sure build the Gondola but it needs to be cost efficient and pay for it's self.	Kit Eizenga	Website
4936	We prefer the gondola option with a parking structure at the base of the gondola. Dear Utah Department of Transportation,	Lawrence Hoffmann	Website
4937	I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Ms. Sedona King	Sedona King	Email
4938	Please go with the gondola! Preserving the canyon is important. The gondola achieves all of the goals of the project with smaller impact, less emissions, and is a better option overall.	Mike Marshall	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>I urge you to recommend enhanced busses with NO road widening. Why? The transportation system should use the best currently available technology to serve all user groups on a year-round basis. 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. Highway 210 should be widened to accommodate more vehicles. More vehicles= bigger problem.</p> <p>Flaw that need to be addressed in the current EIS Does not address many Mobility Hubs. People should be able to catch the bus where they live, rather than drive their car to a mobility hub to catch the bus. very little discussion of the needs of non-ski resort, dispersed users (ie anyone not going to the resort) No financial life cycle analysis. Least-expensive will cost of ~\$100 for every single Utahn. no mention of any interim solutions. We need solutions NOW! There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use. little/no mention of tolling on vehicles Why no gondola?</p>		
4939	<p>Volume – the gondola as proposed will only carry ~1/3 of people heading up LCC. This means that 2/3 will still be on the LCC road, so how does installing a gondola at cost of ~\$400M make any sense if it will not help alleviate the traffic issue currently plaguing LCC Summer use- winter is the worst BUT traffic and parking in LCC is a year round issue Schedule – Backcountry enthusiasts, employees, and contractors travel the canyon at all hours. The gondola will be scheduled only the peak skiing hours. Taxpayer-paid ski lift that benefits two private companies that operate largely on public land. Fees – there was no mention of the potential costs to riders. If fees are prohibitive, the system won't be utilized. Convenience of travel – the three-step process for getting up the canyon using the gondola. You will still have to take a bus to get to the gondola. Parking/traffic – a bottom terminal at the mouth of LCC will create the same traffic and congestion issues that prompted the closure of the existing parking lot to UTA bus service. Timing – there was no discussion of the potential timing of gondola implementation beyond a generic goal of the 2050 plan. Tourism – the concept of increased tourism value was discussed in the EIS; however, this was not identified in the Purpose and Need. The very thought that the gondola would be marketed as a tourist attraction seems contrary to the purpose of a gondola as it will put more pressure on its capacity, thereby leading to more traffic and congestion issues in the canyon. In addition to the above comments, any transportation solutions being considered must take a much wider view than the current EIS. The fact that Big Cottonwood Canyon is not being considered is a mistake given that what happens in one canyon will have a direct impact on use in the other. It also seems that other key stakeholders, including UTA, have not been consulted as part of the EIS, which would seem to pose immediate issues and risks with implementing any solution. Many local recreation and environmental groups share these sentiments are are huge stakeholders in the future of the Wasatch mountains. There are more to these mountains than two resorts and tourism. Thank you for listening.</p>	Danielle Poirier	Website
4940	<p>I support the gondola proposal for little cottonwood canyon</p>	Donald Schroeder	Website
4941	<p>I live in Big Cottonwood Canyon and the traffic problem is now year-round and it's in both canyons. It truly is terrible and only getting worse. I now have to plan valley trips around high traffic times. The solution needs to be a year round option and it needs to benefit both Little and Big Cottonwood Canyons. I favor a separate bus lane with year-round bus service and with adequate parking in the gravel pit at the mouth of BCC. This would necessitate a large parking ramp. But if it's related to the base of the mountain in the pit, it could be relatively inconspicuous. Additionally, I would like to see no parking allowed along the side of the canyon roads. It is very dangerous now and I'm surprised that no one has been killed due to parking on the road and walking to the resorts or trailheads. Please DO SOMETHING! This feels like the 100th survey/public discussion on this issue. All the others have been a waste of time and money. It's past time to act! Thank you!</p>	Sally Loken	Website
4942	<p>The gondola should absolutley be considered as a new route up the canyon. Not only would it save on congestion and pollution, but it would be a fun innovative way to get people up and down quickly and safely. More lanes, more tunnels, that is just overkill in the wrong direction. Build the gondola!</p>	Trent Croft	Website
4943	<p>I support the Enhanced Bus Service Alternative with no road widening. Let's keep this canyon beautiful by not adding unnecessary gondolas or road widening.</p>	Matthew Colomere	Website
4944	<p>I believe the Gondola is the most favorable option for solving the traffic and emissions related issues in Little Cottonwood. Eliminating the need for additional buses or to expand the road, while also allowing for additional emissions reductions, it's a sure-fire way to keep actual Utahns happy and content. When travelers from all over the world come to use our canyons in the winter, it can become frustrating when you realize that a lot of the traffic congestion and emission woes are coming from out of state people. As an environmental engineer working for Carollo Engineers, Inc., the values that must be maintained for this project are the 1) amount of people the gondola will be able to carry should be highest and 2) the environmental impact associated with air quality should be lowest.</p>	CONSTANCE SMITH	Website
	<p>Thank you for taking the time to read my comment; I sincerely appreciate the opportunity! Hello, I am a Salt Lake resident and Snowbird volunteer. I've spent many hours stuck in Little Cottonwood Canyon because of traffic congestion.</p>		
4945	<p>I support the Gondola option and the La Caille base station. I think this is the best solution to preserving Little Cottonwood Canyon and providing safe, timely access to Snowbird and Alta. Thank you, John Whetstone</p>	John Whetstone	Email
4946	<p>I'm very much against the Gondola option. I think it will be a waste of money and blight the view of a gorgeous Canyon. There will be no parking at the mouth of LCC to accommodate Gondola riders. I do support enhanced Buses and hope this alternative can be implemented in a creative and sustainable way. I also support sheds to protect the road near Little Pine. Please don't hang an albatross around our necks with a stupid Gondola.</p>	Will Springmeyer	Website
	<p>Dear Utah Department of Transportation, I am an employee at Alta Ski Area and a recent backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p>		
4947	<p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a canyon employee and backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Madeline Halpern</p>	Madeline Halpern	Email
4948	<p>I would prefer the gondola. I would also like the roadway stay opened, but consider to charge for driving. And keep the buses going. That way there are options. I think expanding the roadway if not a good idea.</p>	Mary Montgomery	Website
	<p>Tolling should be put in place to encourage higher occupancy of vehicles. Toll booths present an ideal location for 100% enforcement of 4x4/AWD and snowtire/chain laws. Season passes/fast lanes for Utah residents should be made available. Additional transit centers, electric buses, and dedicated Alta/Snowbird buses should be utilized to increase bus travel.</p>		
4949	<p>Tolling, Electric buses, and additional transit centers are lower cost (environmentally and \$\$) and serve the beauty and future of the Wasatch better. I do not believe any of the proposed options realistically address the transit issues for little cottonwood canyon. The Gondola requires too many exchanges, takes too long, and will not be able to move enough patrons in the 3 hour rush. It also presents dangerous situations in the event of high winds or unplanned stoppage. It adds 2-3 additional lines before the resort lines start. Roadway widening does not increase throughput enough to warrant it's environmental impact.</p>	EVAN BARTILSON	Website
4950	<p>Get the biggest bang for the buck with busses.</p>	Mark Jensen	Website
4951	<p>As per experts, gondolas are great for places where you can't build roads, like up a steep mountain. But the road is always going to be more effective and expeditious at transporting people. Little Cottonwood has a road. Why not use this road to build a surface rail that will become the only way to go up the mountains for users. We can keep lanes to be use only by residents or employees that need to access house or work. Gondolas can only transport people from bottom to top. What about those who wants to stop anywhere else to attend trails or pic-nic area? The gondola fails the canyon and the users.</p>	Chantal Papillon	Website
4952	<p>I support the following options: 1) This was not proposed: bus system ONLY in LCC, no personal cars allowed. This would be a setup like Zion Canyon. By doing this, bus will be the only vehicles in the canyon which would reduce traffic and streamline the transportation process. More buses would be needed for this option as it would have to support all canyon travels. This would work well as long as there is a constant flow of buses. This works very well in Zion so I think it would work well in LCC. 2) Gondola. This again streamlines the transportation process by making it very easy to use and there will be a constant flow to get travels quickly up the canyon.</p> <p>I do not support the two enhanced bus system alternatives. Bus are already an option and people choose to not use the bus as it is a hassle. It is much easier to go up in a personal vehicle. People will always choose personal vehicle over bus. By having bus only or the gondola, travelers will have an option that is much easier to use and isn't battling against personal car travelers.</p>	Justine Goebel	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4953	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Kenna Tychsen</p>	Kenna Tychsen	Email
4954	I like #2, even though it is the most expensive, it moves the traffic with the least time and allows for more access points. Rich Bennion, Owner Anniversary Inns	Richard Bennion	Website
4955	I live in Sandy and recreate in the canyon multiple times a week, all year, either skiing, climbing or mountain biking. I am strongly against the gondola option for LCC transportation. It will have a devastating effect on the experience in the canyon outside of the two ski resorts. The construction of the towers will also have a large impact on the ecosystem of the creek and watershed overall, which does not seem to be addressed. Enhanced bus service is the best option, and I do support some road widening or tunnels in slide paths. Please do not destroy the natural experience in the canyon with a gondola.	George Stevens	Website
4956	The Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12- foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding egress/ingress lane design and associated roadway width on the additional six residential streets excluded from the LCC EIS.	Jeremi Godbout	Website
4957	I am in favor of the gondola option for all the reasons expressed on the Gondola works website. This makes sense and should be the only option considered if we are looking to be smart as a state and set us apart from the world.	lee johnson	Website
4958	I support the option for enhanced buses and no road widening.	China Lim	Website
4959	I would be happy with any of these proposals, but I think the Express bus with the dedicated lane is the best option. I also think there should be strict restrictions(tolls or outright bans on single passenger cars) aimed at getting people to carpool and take the buses.	Noah Flint	Website
4960	We do not need a gondola to take people up the canyon and we do not need five lanes on Wasatch Blvd! There should be parking lots throughout the valley and buses to pick them up and take them up to the ski resorts. This makes the most sense and causes the least amount of environmental impact. Let's keep our canyons as pristine as possible for all and not bog down Wasatch Blvd with tons of cars. Thanks.	Patricia Casper	Website
4961	I am I'm full support of the proposed gondola system. It appears to solve most issues with the current challenges and will be best long term	Erin Frilling	Website
4962	I supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing (according to information provided by UDOT). This is the best decision with the least impact on the community to try first. I don't think we should make a huge change and impact to the current canyon, without trying this option first. Please consider that the other options can be explored if this system doesn't work. This the best choice to make at this time.	Aspen Echelmeier	Website
4963	Consider the gondola instead of more road and tunnels.	Cole Walters	Website
4964	I'm concerned that unless parking capacity restricted at the resorts and more parking is available at the base of the canyon, increasing bus infrastructure will go unused by the public. Unfortunately I feel that if people still have the option to drive, they will continue to do so out of convenience. How can you illustrate the increased convenience of using a transit oriented system over a single vehicle alternative? Great work, I look forward to seeing the results of this.	Annaka Egan	Website
4965	I'd rather have road access which would enable emergency vehicle access	Michael Obrien	Website
4966	Please consider this. It's the right thing to do for traffic, the environments, etc! Thank you!	Allison Cumming	Website
4967	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Libby Ellis</p>	Libby Ellis	Email
4968	Gondola makes sense and still maintains road access. It's a very successful strategy in Europe and, assuming its structurally viable, would be the most favorable option. The Peak2Peak gondola chair in Whistler has a massive cabin and something like that could support almost an entire bus of people.	Cristina Patrizio	Website
4969	I support enhancing bus service without road widening or Gondola.	David Shiembob	Website
4970	In favor of La caille base station and gondola option.	Kim Agostinelli	Website
4971	As a life long resident and avid skier, hiker and mountain biker I support the gondola solution	Jason Cowdell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
4972	<p>Dear members of the Little Cottonwood Draft EIS Group,</p> <p>First of all, thank you for tackling what is a critical and daunting task for our Wasatch Mountains. It's apparent to all of us who love Little Cottonwood that the status quo is not sustainable. While many of us have divergent views on how best to preserve Little Cottonwood's character, I think we all agree that transportation is ultimately where change needs to start, and I appreciate UDOT taking the initiative.</p> <p>After attending your public meeting and listening to the proposals, I want to express my preference for the Enhanced Bus Service with Road Widening Proposal. I feel this proposal best blends traffic mitigation with preservation the canyon's character. While I don't exactly like gouging the canyon to widen the road, nothing will motivate mass transit use more than motorists watching UTA zip up a dedicated bus lane every 10 minutes. I want to emphasize that I think that a "bus only lane" is a crucial part of this plan; trapping busses in the same congestion as cars won't solve anything. I also think that widening a road and utilizing existing infrastructure may leave less of a "footprint" than a gondola. While I don't think the gondola would be that obscene an intrusion on the scenery (at least not as obscene as the "red snake" and cars parked on the side of the road), the road is "already there" after all.</p> <p>I do, however, have some comments I'd like you to consider related to the Enhanced Service with Road Widening Proposal:</p> <ul style="list-style-type: none"> • Roadside Parking - Yes, please prevent roadside parking. I suspect this may happen even sooner than any of these plans are enacted. This is a problem that will hopefully be alleviated by whatever solution is chosen, but eliminating roadside parking is yet another enticement for people to use mass transit. Now that Solitude has started charging for parking, it wouldn't surprise me if Alta and Snowbird follow suit at some point. Parking on the road will become more prevalent if that happens. • Trailhead Parking - I also think the canyon could benefit from improved but environmentally sensible parking lots near some trailheads with improved facilities, like bathrooms. Many may disagree with me on this, but as use increases, a county-wide recreation parking pass (basically expanding what's done in Millcreek) might be a good way to fund these improvements. • Pedestrian Use of Bus Lane - I especially like the idea of the bus lane being used for cyclists and pedestrians in the summer. I often ride the canyon myself and think motorists and cyclists will be in favor of this. I'm a little curious though how that would work in the snow sheds? Will they be lighted? • Summer Service - I would like to see UTA provide summer service, maybe on the weekends, for hikers. Just last weekend I saw cars overflowing from the White Pine lot before 9am. • White Pine Stop - Could a bus stop be added at White Pine for the benefit of backcountry skiers? This lot is also frequently overloaded in the winter. • Lockers at the Resort - To improve the experience on the busses, I would love to see the forest service encourage Snowbird and Alta to provide more season-long lockers for locals. I personally can manage my gear, but it's not fun and watching a parent try to wrangle two kids with ski gear on the bus is painful. The less of us that have gear on the bus, the better. <p>I would also like to add some comments on the Gondola Proposal. This would be my second choice, but here are my concerns:</p> <ul style="list-style-type: none"> • Mobility Hub on 94th - The reasoning explained at the meeting for not having a mobility hub at 94th was that larger busses could be used from the Fort Union hub and accommodate more skiers. To me, that's just creating an unnecessary traffic issue at the mouth of Big Cottonwood. For those of that live south of Fort Union, driving to the current Little Cottonwood bus stop at 94th is a major enticement to take the bus. I would like it to be an enticement for the gondola as well. • Access to White Pine - I'm not expecting the gondola to stop at White Pine for backcountry skiers, but a trail from Snowbird would be helpful. This could encourage backcountry skiers to also take the gondola. • Summer Gondola Service / Allow Bikes - Once again, traffic problems in the canyon are not restricted to the winter anymore. By allowing bikes, mountain bikers and hikers will have an efficient way to get up and down the canyon. • Alta's Gondola Alternative - As a season pass holder at Alta, I was sent an email by them (presumably to get me to comment on their behalf) that they would prefer the Gondola Proposal with a parking facility at the "base". I'm not sure what they mean by "base" but I assume they mean the mouth of the canyon. Let me be clear: I do not want a parking structure at the mouth of the canyon. This seems counterproductive as it would just add congestion at the mouth. I'm not even sure where you would put it? <p>Thank you again for accepting my input.</p> <p>Mason J. Diedrich Sandy, UT</p>	Mason Diedrich	Website
4973	I think the Gondola alternative with the gravel pit mobility hub is the best option—it's a great way to supplement mass transportation and will reduce pollution, traffic, and crowding. It's also much safer—The National Ski Areas Association reports says that riding a gondola is exceptionally safe, more safe than riding in a car (0.138 fatalities per 100 million miles transported compared to 1.23 for cars). Not to mention that the addition of a gondola will maintain the ski resort charm of Little Cottonwood Canyon.	Jannika Miller	Website
4974	Please commit to the gondola alternative for Little Cottonwood Canyon. This seems the best alternative to road traffic. We don't need more lanes and tunnels, and with them more cars, buses, and tunnels.	Eliza Hitz	Website
4975	Preserve the forest	Samara Jackson	Website
4976	I think the Gondola option is the best. It's in the middle regarding capital costs and the least amount of O&M costs. The gondola would be a great tourism attraction. As a local meeting planner, I can see lots of international and domestic travelers who attend my conferences taking advantage of the gondola. It will help decrease the amount of vehicles on the road which helps, with traffic, potential accidents during bad weather and is better for the environment. We don't need wider roads and more buses, more traffic, more pollution. More roads and wider roads never fix traffic problems. There have been studies. I can't wait to ride the gondola! I've been fortunate enough to ride gondolas and cable cars throughout Europe and it would be amazing to have one here. The views are going to be awesome!	Carrie Grant	Website
4977	Because of the negative environmental impact of auto & bus traffic up & down Little Cottonwood Canyon, plus the traffic snarls/stoppages due to weather/road conditions, I support the Gondola Plus La Caille base station solution for addressing long term transportation improvement in Little Cottonwood Canyon. Barbara Bass Moroney	Barbara Moroney	Website
4978	I'm a lifelong skier who visited Alta/Snowbird for the first time during Spring of 2019; I'm also a native Californian living in the UK. We were SO delighted to visit Littlewood Canyon and NOT drive. Took an Uber up to the lodge and the UTA bus back into town. Utah is already leaps and bounds ahead of Colorado with its bus network to the slopes. Please keep that pioneering spirit alive and build this gondola! Between SLC's shiny air terminal and this new option that's car-free we are much more likely to return as overseas skiers if there is a gondola linking Snowbird and Alta. Cities such as Munich have fantastic integrated slope to town options (like DB's ski train to Garmisch from Munich). Please consider the opinion of international visitors. Out West, the sole town that offers this easy option of car-free travel from town to slopes is Whitefish MT. (Thanks to its Amtrak link, I've skied there car-free from Seattle.) This gondola project places Utah on equal footing with Whitefish as an ideal in-bound destination for car-free skiing which appeals to European visitors who expect that. After over 20 years living in Europe, I've discovered that car-obsessed North Americans are ruining winter sports by polluting the world's most beautiful places—including Littlewood Canyon—with their gas-guzzling, CO2-spewing vehicles (often half full or worse, driven by a single driver). Please save our winters and build this outstanding, green project!	Kristofer Peterson	Website
4979	I am a go for the Gondola. Best option I've seen for Little Cottonwood Canyon. What are we going to do about Big Cottonwood now????	Tad McRae	Website
4980	I support the idea of building a high capacity gondola to shuttle skiers and hikers. Recent vehicle travel reductions related to COVID-19 have illustrated the immediate impacts less driving can have on the Wasatch Front air quality. The Carbon dioxide (CO2) emissions generated from transportation up Little Cottonwood Canyon are significantly reduced by using the Gondola. Carbon dioxide emissions are reduced by 56% or 47,000 pounds from the Gondola running 12 hours a day, as compared to 3,500 cars per day traveling the canyon. For local air quality issues and associated pollutants, the gondola option greatly reduces the amount of Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC). As the energy from Rocky Mountain Power to run the Gondola is consumed outside of the Wasatch Front, there are zero pollutants generated locally from the gondola, and therefore NOx, PM 2.5 and VOCs are removed from the atmosphere, as compared to the daily pollutants that are generated locally from the tailpipe of the thousands of cars that travel the canyon.	Thomas Miller	Website
4981	As a life long resident and avid skier, hiker and mountain biker I support the gondola solution	Jason Cowdell	Website
4982	As the population of Salt Lake County increases and ski passes such as the Ikon Pass and Mountain Collective become more widely available, inevitably residents and visitors will increase engagement with the Cottonwood Canyon Resorts. One of the biggest draws for Salt Lake resorts versus Colorado resorts is the ease and accessibility of the mountains. The last two ski seasons were appalling the length of time I sat in my car to get to the Cottonwoods. It's not just Little Cottonwood Canyon that has a problem. I skied Solitude and Brighton which were equally packed with single-rider cars. Any of these three options would be better, but in order to continue to set this destination apart from our competitors in Colorado, the gondola option is the best choice. Not only does this take drivers out of the canyon, assisting in eliminating some of the terrible car exhaust we breathe every winter, but it also a unique experience in Western US resorts. While it might take a bit longer to get to the ski resort from the parking area, it is less costly to tax payers, and will come with a ton of incredible PR for the tourism industry. The gondola is the best choice in achieving the two goals set out at the beginning of this process by alleviating congestion on the road and keeping costs down. As an aside, it appears that there is also consideration of providing gondola service in the summer to keep cars from parking on the side of the road. While I typically also hike in Big Cottonwood Canyon, anyone who has attended the Wildflower Fest at Alta can share that the parking situation is horrendous in the summer and any opportunity to keep cars out of the canyon is a good thing. Please also consider a similar remediation in Big Cottonwood Canyon.	Marion Neversummer	Website
4983	Please go with the gondola option for the little cottonwood canyon. Utah's natural beauty and it's environment is what brings people from all over the world. Slapping a giant freeway up the middle of one of our most beautiful canyons will degrade that beauty and damage the environment.	Mitchell Jensen	Website
4984	My family has season passes to Snowbird in the winter where my kids enroll in the adventure academy and we send our kids to the Snowbird summer camp most summers. I also climb, hike and mountain bike in LCC. I support the Gondola proposal plus the La Caille base station.	Cliff Venable	Website
4985	I am in favor of the Gomdola proposal. This project makes a ton of sense to preserve the beauty of the canyon as well as reducing carbon emissions	Scott agostinelli	Website
4986	I support the newly proposed Gondola plan which includes the La Caille Base station with immediate parking.	Ryan Tyler	Website
4987	I would be unlikely to use a gondola if it required parking elsewhere and shutting to the base.		
4987	Climbing areas must be taken into consideration in the development of these plans. I don't see much information regarding access to 4 or 3 season climbing areas in your plan. While skiing definitely brings the most money into the canyon and greater salt lake area, climbing is a huge part of the LCC community. Parking and access to climbing areas needs to be discussed.	Zach Averill	Website
4988	Thumbs up!	Scott Dietzen	Website
4989	I support the Gondola plus La Caille base station! I would not ride a gondola that takes an hour to get up to Snowbird as proposed. I ski in Europe. The fast gondola would be their solution. Lower impact on the environment while being able to see the beautiful canyon from the gondola. Also, I don't think that I would use the bus system if it was in place.	Kim Stringham	Website
4990	I am writing in support of the new proposed gondola project! I worked for Snowbird for nearly 20 years from 1999-2019. This is an issue near and dear to my heart. The gondola makes perfect sense for our community. I am now the Director of Sales for a hotel located at the base of Big and Little Cottonwood Canyons. This would be a huge plus to promote to our future guests. Our property runs at an extremely high occupancy during the ski months. As a member and supporter of Ski Utah for many years and an avid ski enthusiast, I have followed updates about this project for some time. I am happy to see we're finally getting closer to a firm decision. GONDOLA---HELL YES!	Ruth Naccarato	Website
4991	I fully support the goldola. Although from the East Coast, I spend several weeks each year visiting my daughter in Sandy. I look forward to an ecological, economical and practical solution to the LCC transportation issues that exist today and believe that the gondola is the best solution, BY FAR.	Phil Silverman	Website
4992	Considerations for both backcountry and Lower canyon use need to need addressed. Specifically climbing. The resorts are a very small part of little cottonwood and have the most irresponsible users. Please be most considerate of local frequent users of the whole canyon	Matthew Conn	Website
4993	I support the less clogging of the canyon	Ashley Larson	Website
4994	I support the Gondola plus La Caille Base Station modified option. I think it will improve air quality and traffic issues by reducing cars on the road. Please consider this option put forward by gondolaworks.com.	Lauren Bolger	Website
4995	Little Cottonwood Canyon is a wonderful place; my favorite! The problem we face is overcrowding due to its popularity. The result is excessive traffic. The three EIS alternatives are good mitigating solutions, but do not address the main problem. Consider a queuing idea such as even/odd license plates for entering the canyon on peak days. It would be like the Covid-19 mask issue; everyone deserves the opportunity to recreate in our beautiful canyons, but overcrowding has a detrimental affect on all activities. Just a suggestion.	Chuck Leaghty	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	The most important metric for getting people out of their cars and onto a public transit option in LCC is that public transit provides faster service to the resort. As long as it is (perceived to be) faster to drive a SOV up the canyon, transit ridership goals will not be attainable. The only proposed option that hits this critical metric is the "Enhanced Bus Service in Peak Period Shoulder Lanes." While this approach has the undesired need for expensive and impactful roadway expansion, it is the only approach that will actually move a significant number of canyon users out of their cars, because they can finally get up and down the canyon faster than in their personal autos.		
4996	Another benefit of expanded bus service option, is that it provides future flexibility to serve the non-resort stakeholders who have been largely ignored in these three proposals. While the ski resorts may be the primary drivers of traffic up the canyons, they are not the only stakeholders who suffer its effects. The impact of resort caused traffic is substantial to other canyon users, including climbers, hikers, and backcountry skiers. Not only are these activities essential means of recreating in the canyon, but these users are also the taxpayers who will be funding its construction. Of all options, the gondola does the most to serve the interest of ski resorts and the least for non-resort users. It is not the taxpayers' responsibility to provide the resorts with a fancy amusement ride that they can prominently display in their advertisements. As the slowest option for travel to and from the resorts, it will be the least effective means of incentivizing transit use (without resorting to a ban on personal autos in the canyon that forces people onto the gondola). Other detractors are that the gondola has a fixed capacity, it cannot be reconfigured in the future to accommodate mid-canyon users, and it still requires the roadway as a backup during maintenance. The gondola also does not seem as robust as a bus system; if the gondola goes down for service the whole transit system is shut down, but if a bus breaks down only one bus is removed from service. Busses also do not require expensive and risky downloading procedures in the event of equipment malfunction. Given the frequency of chairlift breakdowns at the resorts, these issues do not seem unlikely for the gondola. Additional points of concern: <ul style="list-style-type: none"> • Wasatch Blvd widening does nothing to improve peak service in the canyon if the 2-lane canyon roadway is left in place. All this does is move one bottleneck from the intersection of Wasatch Blvd and N Little Cottonwood Rd to the mouth of the canyon. Wasatch Blvd widening must be paired with canyon roadway improvements like the PPSL to improve service in the canyon. • Either option needs to have both north and south mobility hubs. It is unproductive if users traveling from the south are required to drive to the BCC gravel pit to access transit options. • It is unclear how the proposal to eliminate wintertime roadside parking above Snowbird Entry 1 would apply to the Town of Alta. Much of the parking areas in the TOA are extensions of the roadway. 	Jared Zitnay	Website
4997	I would like to comment requesting alternatives two or three. I believe that people would choose to use the bus system if there was a special bus lane so they knew they would not be getting stuck in traffic during peak hours. Or, investing in a gondola to the top of LCC would greatly reduce traffic although the cost may be a little bit extreme but the environmental impact of not having as many vehicles going up the canyon could be very impactful. If alternative number one is chosen I don't believe it will help the traffic situation much because there will still be so much traffic backed up in the canyon that riding the bus will not be helpful to skiers and snowboarders trying to get to the ski areas more than driving their own cars.	Emily Wise	Website
4998	As much as I like the idea of the gondola, I ABSOLUTELY oppose the idea of taxpayers like myself paying for it. There is zero benefit to me or my family. We never go there, we never ski or snowboard and it is WAAYYY too expensive. I think the privately owned resorts and residents should pay for the majority of it. Maybe charge a fee to anyone using the canyon, but NOT ME!!! I literally NEVER GO THERE, WHY SHOULD I HAVE TO PAY FOR IT? THERE IS ZERO BENEFIT TO ME!	Chandra Wolf	Website
4999	Thank you UDOT and all the stake holders for your efforts in addressing the traffic issues in LCC. This is a critical issue for all of us to address and find a winning solution. After reviewing the EIS and various proposals, I am in strong support of the Gondola/LaCaille option and feel it is clearly the best option from an economic, environmental and life safety standpoint. It will also preserve the beauty of the canyon and provide a great amenity for both locals and visitors to LCC and the resorts. Let's make it happen! Thank you.	Jon-Eric Greene	Website
5000	The gondola will only increase users in the canyon. Parking at the base of the canyon will be a mess, not including those who will need to drive up canyon to tour, then hit the resort after, will we require those to drive back down? three lanes plus bus seems to be the only good way to do this. What about summer activities? Hunters in LCC need access to the canyon at pre-dawn hours, well before the gondi will run, unless it will run 24 hours.	Perry Hall	Website
5001	Aside from busses, no non-essential vehicles up-canyon during winter months, + la caille gondola	Colton Rice	Website
5002	I had a class where we studied these same transport options and split into groups to argue our points. At the end of the arguments, it was found that busses would be the best solution since we already have everything we need. A gondola would just cost way too much and how would you be able to stop at specific parts of the canyon to hike or anything, it just isn't practical. The only problem with busses is that as of right now, there just aren't enough parking spots close to the canyon. There aren't a lot of people who want to park far away from the canyon and take the bus up. If you want the bus option to work, you need to add parking garages at the parking areas near the base of the canyon. If this can happen, then there will be more people willing to park there and take the bus, but the busses will have to come at least every five to ten minutes, depending on the time of day and time of year. I think busses are the best option, but there need to be a lot more things put into play then there are as of now for the busses to be a viable option for people. Nobody likes to be on a bus that is packed shoulder to shoulder.	Christian Riley	Website
5003	I support Gondola Plus La Caille Base Station	William Hubbard	Website
5004	I support the gondola option due to decreased annual costs combined with the lowest annual environmental emissions impact.	Mark Price	Website
5005	I am in favor of the Gondola option for many reasons. In the long run, I think it will have the least environmental impacts. By reducing traffic there's a reduction in carbon emission as well as chemicals and other micro-pollutants that buses and cars offload through normal wear and tear. Fewer accidents including accidents with wildlife. Economically I think the Gondola will be a huge asset. It will in and of itself become a tourist attraction being a novel transportation experience and one with scenic views. Ultimately the Gondola resolves and issue with a win-win-win solution.	Tim Brown	Website
5006	I support the enhanced bus with road widening. I think we need a system to count cars entering and exiting the canyon to determine when parking has reached capacity. Don't allow more cars up the canyon than there are parking spots. Thank you	Thad Golding	Website
5007	Overall, I'm very concerned that the draft EIS report does not adequately analyze the impacts of the Alternatives on dispersed recreation, especially in the lower portion of Little Cottonwood Canyon. We need to advocate for year-round dispersed recreation access to climbing, backcountry skiing/snowboarding, hiking, snowshoeing, birdwatching, wildflower sporting, for the poets and artists, Mtn bikers. Resources with transit solutions that accommodate appropriately for traffic safety as well as current and future access to climbing resources is a major concern. Growth trends in backcountry activities are increasing as is the use of outdoor resources in LCC. This use needs to be appropriately considered in UDOT's Alternatives.	Josh Allred	Website
5008	Based on the design drawings, I see no benefit from this project. It is not a feasible solution to bring more traffic in/out of the canyon because the bottleneck of the ski traffic is always in the canyon! If the road in the canyon will remain the same, there's no way more cars can travel to the canyon. It has been a one-lane parking lot during peak ski season. It will be a three-lane parking lot if the new design passes. As a local resident, I feel that the current road has enough capacity to handle regular local traffic. If no benefit is expected to ease the traffic condition during peak ski season, why bother wasting the money and disturbing local residents? Thanks.	Yan Wang	Website
5009	I want to see a third lane open only to busses going the overwhelmed direction. This creates a major advantage for winter users to take the bus, which does not exist now. Taking the bus is currently a service as opposed to an advantage.	Chase Shane	Website
5010	I don't really like any of the proposed solutions. I am a back country skier and all of these would severely limit my use or cause me to do a lot of walking along the side of the road to get to where I Backcountry ski. The solution must include provisions for those who use the canyon outside of the resorts...at many points along the canyon. I know that many climbers have the same issues.	Kelly Griffiths	Website
5011	Gondola!!!!	Tanner Haycock	Website
5012	Unless the gondola stops at all of the popular trailheads, it's not going to alleviate as much traffic as it claims, summer or winter. It will only serve the resorts. That and it permanently impacts the canyon with even more development. I think the answer is limiting the amount of passenger cars going up and develop a robust and reliable bus system with more park n rides in the valley. If you're a backcountry user, just ask the bus to stop to let you off at a trailhead. Also, developing to accommodate more cars is a terrible ideas, we need to develop a system that eliminates most cars going up and down the canyon	James Roh	Website
5013	Unless the gondola stops at all of the popular trailheads, it's not going to alleviate as much traffic as it claims, summer or winter. It will only serve the resorts. That and it permanently impacts the canyon with even more development. I think the answer is limiting the amount of passenger cars going up and develop a robust and reliable bus system with more park n rides in the valley. If you're a backcountry user, just ask the bus to stop to let you off at a trailhead. Also, developing to accommodate more cars is a terrible ideas, we need to develop a system that eliminates most cars going up and down the canyon	James Roh	Website
5014	Hi UDOT! I want to indicate my support for the Gondola Plus La Caille Base Station Alternative. This option will reduce traffic and congestion in the canyon, thereby reducing travel times to Snowbird and Alta, which the other alternatives do not offer. The Gondola will also decrease air pollution by limiting the number of cars and busses idling in the canyon on busy and/or snowy days, will not require road widening and further encroachment on wilderness areas, and is a year round solution for transportation in LCC. The Gondola also increases safety by reducing risks to car and bus passengers due to avalanches in the canyon which happen every year and which currently close the canyon to all traffic, either up or down. Overall, the Gondola option offers the most cost effective, environmentally friendly, and tourist/local friendly option for future transportation in LCC and I cannot indicate my support more strongly. Thank you! Danielle	Danielle Beatty	Website
5015	Started skiing Little Cottonwood first Alta then Snowbird in the early 70s. Now shorter seasons and increased traffic have greatly diminished the anticipation driving up for a ski day. Most of us would want the canyon to never change to preserve those earlier years' experiences BUT the current winter gridlock really cancels any enjoyment. The gondola would be the least impact on the canyon and avoid huge parking lot expansion at Alta and Snowbird if UDOT were to bulldoze its way to the top. We will not like to see lift towers in the canyon but far less environmental degradation than road widening and massive rock cuts.	peter finn	Website
5016	"I support the gondola"	Meikjen Larson	Website
5017	I have heard about the La Caille base station and I support the gondola.	Kelly Williams	Website
5018	Do not widen any of the roadways. The traffic is only heavy during ski season. It is not worth the millions of dollars to widen the roads for such periodic problems. The rest of the year is no problem!! I live 100 yards off Wasatch and know this to be true. Expand Bus Service if anything. The population isn't going to go down. The Southeast Valley needs more public transportation access. Expand Bus service!	Sonya Campana	Website
5019	I espouse the views of the Salt Lake Climbers Alliance. Please make consideration for their recommendations	Marni Robertson	Website
5020	Please consider the SLCA's comments. They're views resemble my own on this issue.	Paul Robertson	Website
5021	I propose gondola alternative to remove traffic/congestion/emissions	Donald bly	Website
5022	Projected Vehicle Flow RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding projected commuter vehicle numbers and flow based on projected developments to the southwest where prison once stood	Donna Anderson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5023	<p>My name is Quinn Graves and I am a Summit County resident who recreates in Little Cottonwood Canyon on a regular basis. As this EIS and transportation plan moves forward, I would love to see an enhanced bus system implemented with NO road widening. Why? Because transportation systems should use the best, currently available technology to serve all user groups year-round. Using a fleet of energy-efficient vans and busses to transport users in the canyon would meet these criteria. Additionally, Highway 210 should NOT be widened to accommodate more vehicles. More vehicles on the road will create bigger problems such as more cars sliding off the road, leading to increased congestion.</p> <p>There are also many flaws that need to be addressed in the current EIS. First, the document doesn't address many "mobility hubs". I want to see recreation become more accessible in LCC. People should be able to catch the bus close to where they live, rather than drive their cars to a mobility hub near the mouth of LCC. Second, there is little to no discussion about the needs of the non-ski resort, backcountry users. These users value the beauty and opportunities in this canyon, and their needs must be included in the EIS. Third, there is no mention of interim solutions to the LCC traffic problem. We need solutions now, not in a year. Finally, there is not enough focus on the impact that road widening or installing a gondola will have on the vital LCC watershed.</p> <p>I would also like to explain why installing a gondola is NOT the first transportation "solution" that should be implemented.</p> <p>-As stated earlier, transportation solutions should use the best, currently available technology. So, increased bussing should be implemented before a gondola is ever created.</p> <p>-The proposed gondola will only carry about 1/3 of the people traveling in LCC. 2/3 of those people will still be on the road. So, a \$400M gondola doesn't make sense if there will still be traffic in the canyon.</p> <p>- The EIS does not address summer use of the gondola. Parking in LCC is a year-round issue.</p> <p>- There is no mention of the potential fees associated with gondola use. Skiing and other outdoor activities already have so many barriers to entry, like cost. If the expense of a gondola is high, people will not use it and this model further contributes to increased inequality in outdoor recreation.</p> <p>- There is no discussion of the timing of gondola implementation. This must be addressed further so building plans are transparent for the public.</p> <p>Thank you for your time and I hope you consider my comments.</p>	Quinn Graves	Website
5024	<p>Although traffic can obviously be congested at times, I feel all of these proposals are made solely for the benefit of the already well funded ski resorts in the canyons. MANY people use these canyons daily, including in the winter outside of the resorts. However these solutions are only meant to help for the very few days out of the year (10, maybe?) where things get extreme, a weekend with powder. Why are tax payers paying for a problem caused by the ski resorts? I feel the solution should be put squarely with them, be it with limiting guest count, higher costs, whatever they determine necessary. I also visit the ski resorts very often and have been a season pass holder every year, in both canyons. However, I do not understand the desire to upend the entire Wasatch for a few bad days where the resorts get flooded (with money). The Gondola is laughably obtuse. I am all for tons of extra buses and other less impactful methods...but I live next to mountains because they are wild, not a resort.</p>	Ryan Gillespie	Website
5025	<p>Absolutely NO to any toll for locals. You can roll the heck out of any one with an IKON pass. Local season pass holders should get free access. I personally like the gondola with a Lacaille base with parking. Although I would probably continue to drive up provided there is no toll. Many of us older skiers only ski until early afternoon freeing up some of the parking stalls.</p>	Collier Reid	Website
5026	<p>I support busses with or without lane expansion. I don't want a gondola in LCC</p>	Joseph Hastings	Website
5027	<p>For community safety & health, we seek to have Cottonwood Heights' stretch of Wasatch Blvd treated by UDOT as a "street" (narrow lanes, wider bike/sidewalks, crosswalks, slow speed) not a "road" (high speed travel to get from one spot to another spot).</p>	Paula Breen	Website
5028	<p>After attending meetings with UDOT, I felt confident that those representatives were being truthful and sensitive to keeping Wasatch Blvd and the surrounding neighborhoods peaceful and safe. Now I'm feeling very much lied to and placated! Please honor your stated intentions to reduce the speed to 35mph and limit the number of lanes.</p>	Paula Breen	Website
5029	<p>Dear Utah Department of Transportation,</p> <p>ENHANCED BUSES, NO ROAD WIDENING.</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. EJ Orschel</p>	EJ Orschel	Email
5030	<p>I prefer the gondola.</p>	Robin Chalhoub	Website
5031	<p>Whatever we end up doing, it needs to be a long term solution. Adding more busses (whether just in general or with their own lane) still adds congestion and has more of an impact on the environment. Adding in a gondola is optimal, with limited canyon access to drivers. I think that it will have less of an impact on our environment in the long run due to emissions even though the infrastructure needs to be put into place. I think it's getting to a point where that is the only way to manage the crowds effectively. Please don't just add more busses. I've lived here my whole life and grew up skiing LCC, and I'm getting sick of how much traffic I'm having to sit in. I backcountry ski as well, and hope that you will keep us in consideration when it comes to stops/road access.</p>	Jackson Cheney	Website
5032	<p>Please add enhanced bus service. No road widening or gondola! Thank you!</p>	Nick Charles	Website
5033	<p>I think UDOT should definitely pursue the option for a gondola. It would be the best long term investment in my opinion. It would allow for better summer access and over all lower the traffic in the canyon. The problem with any of the bus options is encouraging people to use the bus on their own. Without tolling, or charging for parking, or eliminating street parking, people will still prefer to drive up to the resort. Since skiers are familiar with gondolas, they would be most inclined to use it. Also all of these options should add some transportation option for the summer time. There is less congestion in the summer but it won't be long before that changes since the Utah population is growing exponentially.</p>	daniella birch	Website
5034	<p>Gondola</p>	Laura Alley	Website
5035	<p>I support the enhanced buses because they have the minimum impact on the canyon environment while providing the maximum return and access</p>	Louree Houston	Website
5036	<p>Please find attached our drinking water source protection and related comments from Sandy City to the Little Cottonwood Canyon UDOT roadway improvements EIS. We look forward to your incorporation of the issues identified therein with your project. Please contact me, or Ryan Kump, Sandy City Engineer, if you have any questions or concerns.</p> <p>Best regards, Tom</p>	Tom Ward	Email
5037	<p>looks like a good plan</p>	BECKER EDWARD	Website
5038	<p>I appreciate the detailed analysis. I find the combination of minimal road enhancements, improved bus service, along with the gondola service to be an optimal solution. Let's work to reduce the number of private vehicles in the canyon.</p>	Alan Rindlisbacher	Website
5039	<p>Please reduce the number of cars driving in the canyon, many now have only one passenger, by mandating carpools, bus services and gondolas to get people to the resorts year round. Parking structures need to be provided that are safe and well lit.</p>	Lori Komlos	Website
5040	<p>Do not widen roads. Please create this gondola system!!</p>	Annie Vriens	Website
5041	<p>Increased electric bus service with gondola is the best. Road widening and snow sheds in the LCC will have longer lasting environmental impacts vs a few gondola towers. The gondola can also run during canyon closures. This option along with consideration for tolls during peak times (weekends and powder days) will ensure the decrease in traffic and increase in responsible usage of the canyon.</p>	Sean Collins	Website
5042	<p>I support building a gondola up LCC with stops at Snowbird, Alta...and then continuing up and over Twin Lakes Pass into upper Big Cottonwood. This would ease congestion in both canyons. I support the gondola to start at the gravel pit at the base of BCC where this "pit" can be transformed into a commuter hub with ski shops, coffee shops, bars and restaurants. (Apologies to those concerned about privacy issues as the gondola travels overhead south from the base of BCC to LCC). This does nothing to address summer parking and congestion (I counted 150 cars on the road near the full White Pine parking two weeks ago)...and so would support continued running of the gondola in the summer with stops at Tanner's and White Pine as well. Thanks.</p>	Drew Hardesty	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>July 7, 2020</p> <p>Comments on Little Cottonwood Canyon Environmental Impact Statement SR 210 – Wasatch Boulevard to Alta, Utah Department of Transportation, June 8, 2020 by Michael Allegra, President, KivAllegra Consulting</p> <p>Overall</p> <p>The train is best overall long term, year-round and cost-effective solution. It should not have been eliminated during the screening process. It appears that they chose one of the most expensive rail design options while grossly exaggerating the capital cost estimates and compared it to the simplest configuration and cheapest gondola solution. The report does not have the Cog Railway on a level playing field with the other alternatives. This mismatch of alternatives scenarios needs to be rectified or could be grounds for an environmental challenge.</p> <p>A life cycle cost analysis is the best tool to compare a diverse set of modes and should have been prepared.</p> <p>A 9-mile Cog Railway is being completely rebuilt in Pike's Peak, Colorado for a total cost of \$110 million or \$12 million per mile. This report uses \$138-\$169 million per mile.</p> <p>A train can be built with minimal construction impacts as seen by the real-world experience in constructing the Pike's Peak Railway.</p> <p>A train is the most environmentally friendly for air quality, watershed quality, energy consumption, congestion relief, economic development, land use management, pedestrian compatibility, and visual aesthetics, and is the most consistent with the Canyon's core values. The impacts to our wilderness areas and boundaries are unclear.</p> <p>The rail solution has the best potential for a one-seat ride from the Salt Lake International Airport or downtown Salt Lake City and would allow transit access to ALL the residents in the Wasatch Front via Trax or the Frontrunner.</p> <p>A Cog train has the highest potential carrying capacity of all the modes and can easily be adjusted for peak vs off peak demand, and it can service intermediate stops. A gondola does not have this ability.</p> <p>The report suggests a gondola every 25 seconds or a bus every 2.5 minutes or a train every 15 minutes. In the canyon, in both directions, this means a gondola every few hundred feet or a bus every quarter mile. Imagine the visual aesthetic impact of these alternative versus that of two trains every hour.</p> <p>The gondola has no heat or air conditioning. It is primarily a ski resort chair lift. Evacuating passengers from gondola cabins is extremely dangerous, especially in inclement weather.</p> <p>Although a massive park and ride lot for 2500 cars is recommended for LCC needs, the report ignores the parking needs and requirements for BCC. Stalls for up 5000 cars might be necessary for both canyons and all users.</p> <p>Technical & Policy Issues</p> <p>Most major capital transit investments require a long-range travel forecast. The analysis picks a 2050 horizon year but makes no assessment of what the needs are. Additionally, in one place, it refers to a 2050 auto count which only represents a 1% growth rate per year. This has NEVER happened in Utah since we started keeping traffic counts. Typically, in Utah, we have had a 2% population growth rate and a 5-6% increase in traffic annually. Any forecasts that suggests a 1% growth rate are suspect and could be challenged.</p> <p>All major transit capital projects look at year-round use. What do you do with the vehicles and equipment if only used in the winter? Do you shut the gondola down in the summer? In the past, UTA has been required to use its ski buses during summer months. This cost should be factored in. It is inappropriate and bad public policy to plan a major public investment just for only a brief part of the year without a discussion of the use of this equipment at other times.</p> <p>The only fair comparison between modes is Life Cycle Costs. Especially when the horizon year is 2050. Why wasn't this done? It is standard industry practice. In this time period a bus would need to be replaced 3 times whereas a train is able to last much longer. Many rail systems are 50+ years old. Additionally, the biggest costs in transit is the cost of labor. A bus carries 42 passengers with 1 operator, a train carries 240 passengers with 1 operator. Typically, the costs for operations and maintenance are greater in a 30-year time frame than the initial capital costs. The failure to address Life Cycle Costs seems to be a systemic failure of the report and it questions the validity of the entire report.</p> <p>The report poorly and myopically addresses the purpose and need. For example, it only refers winter service. But this is not in the purpose and need. The 30th highest traffic count may work for highway design but is not relevant for transit planning. As another example, the purpose and need talks about safety but the only real measurement they use is the protection from avalanches. It's possible that this was written when UDOT was just looking for short term solutions and not sufficiently thought through for larger capital expenditures. This appears to be a major process weakness and could be subject to a legal challenge</p> <p>An appropriate and fair EIS would provide similar alternative scenarios to compare. A gondola from the bottom of LCC with a feeder bus is not comparable to a rail alternative from the middle of the valley in an exclusive corridor up LCC. Clearly the residential impacts of rail in the 'city' are significant. The report should have used the same feeder bus alternative as the gondola. Additionally, the author placed the Rail alternative in an exclusive alignment when it clearly could have been placed in the same location of the bus-only lane. These biased, unbalanced and unequal comparisons raise serious questions.</p> <p>The protection from avalanches is not the only safety factor to be considered. The report Does Not consider the safety of riding in a particular more. Why was this? It is a standard level of professionalism that was not applied.</p> <p>A big advantage of railways is its adaptability to fit into any built environment. Historically, the road in the upper parts of the canyon are built on top of the LCC railway that was constructed and operated over 100 years ago.</p> <p>The Pikes Peak Cog Railway in Colorado is being built for \$110 M or \$12 million per mile. It has many of the same characteristics that are applicable to LCC. There are many examples and lessons learned that Utah should apply to this analysis.</p> <p>A Cog rail can be constructed adjacent to the roadway with state-of-the-art construction that minimizes impacts and costs. A Cog railway can be built as a diesel system and converted to electric in another phase.</p> <p>Overarching Issues</p> <p>1-UDOT is certified by FHWA to prepare and sign Federal Highway Environmental Impact Statements (EIS). The content of this report is so erroneously written and professionally wrong that UDOT could lose this privilege. The deficiencies in this report could easily be legally challenged by opposing parties.</p> <p>2-Alternatives are not equally addressed and evaluated. The report is clearly biased towards making some alternatives look better than others. In order for alternatives to be fairly compared, they need to have a similar basis. You cannot compare a rail line from 9400 S. and 2000 E (with urban traffic and residential/business issues) with a gondola at the base of Little Cottonwood Canyon fed by buses from 7200 S. and Wasatch Boulevard.</p> <p>3-There is no forecast for future use. This is unprincipled. The report just simply tries to compare modes to match a certain hourly capacity. Major capital transit Investments require knowing what your build-out future year ridership is.</p> <p>4-It is bad public policy to plan and design major capital expenditures for a peak seasonal use. You would not expect to invest significant public monies in a transportation system that only satisfies a couple of private businesses for a few months per year. Typically, highways are designed for the 30th highest traffic counts. Public transit systems are expected to be used year-round and the public should expect to know the impacts during the off-peak seasons. For example, there is no discussion on what to do with the bus system during the non-ski season.</p> <p>5-The report does not respond to its own purpose and need. This is a typical Achilles heel for EISs. For example, the report should have evaluated all the safety factors that might impact the Little Cottonwood Corridor, yet the only safety criterion it evaluates is protection from avalanches. Although this is an important feature, the report totally disregards the larger safety picture. An evaluation of the safety of driving on the road is completely missing as is a comparison of safety between transit modes. As another example, there is no discussion of the safety aspects of evacuating patrons from a disabled gondola between towers. Additionally, the report does an inadequate job of addressing congestion relief. It does not address the impact of those cars and buses coming to a base lot and feeding a gondola. The report mentions a 2,500-car parking lot would be needed at the mouth of BCC. It ignores the travel issues in BCC and fails to point out that additional stalls would be required for BCC. External travel trips are typically included in EISs. This would bring this parking lot total closer to double its recommended size (potentially 5,000 cars!).</p> <p>6-The report appears to ignore an overwhelming number of comments that support including rail as an alternative. This reflects a clear bias of the report.</p> <p>7-Many of the transit costs and issues are incorrect or all together ignored. A typical problem with transit is deadhead time and costs. The public hates seeing empty buses. The report fails to address the massive expense of taking a large fleet of buses from a central garage and deadheading them throughout the day. It uses NTD data base for bus operating costs which reflect the cost of running buses in the city. It is NOT the same as running in the canyons.</p> <p>8-Most striking is the discussion on frequencies. The report refers to a train running every 15 minutes, a bus running every 2 ½ minutes (or 1 ¼ minutes in both directions) and a gondola every 25 seconds (or virtually a string of gondola cars in both directions). This suggests that at any one point in time, there would be either 3 trains or 48 buses or 120 gondola cabins. This translates to a gondola cabin every 800 feet (or 400 feet in both directions) from end of the canyon to the other. The report ignores these visual impacts.</p> <p>9-The report's cost estimates for rail are wildly inflated. Contemporary estimates are about \$58 million per mile and Pikes Peak COG Railway in Colorado is being built for far less -\$12 million per mile. This is substantially less than the report's estimate of \$138-\$169 million per mile. Additionally, while the overhead costs for the gondola are only 10%, the report uses a whopping 47% increase in costs for overhead on the rail. This is hundreds of millions of dollars in unnecessary costs.</p> <p>10-The report reads more like a justification for a solution than a document for evaluating alternatives</p> <p>11-The report started out with a discussion on how to mitigate avalanche impacts and morphs into a full blow major transit capital alternative analysis with apparent change in purpose and need or evaluation criteria. This is a fundamental flaw.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Michael Allegra	Website
5044	I am in support of increasing bus transportation in the cottonwood canyons, but not building a gondola. I believe the environmental impact, amount of time, possible disruption of already crowded roads/traffic in the area, & possible contamination of our watershed is too great of a concern to be okay with having a gondola built.	Mackenzie Marmol	Website
5045	I am in favor of the gondola. Let's see UDOT continue their support for alternate forms of mobility in Little Cottonwood Canyon.	JEFFREY HUFFMAN	Website
5046	I would advocate we DO NOT go with the gondola as it's limited use. The enhanced bus service (including the widening) seems like a much more practical way of handling this and certainly have my vote.	Philip Luedtke	Website
5047	The Gondola Plus with La Caille base station is the best long term option.	Brodie Reid	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5048	Please consider the gondola works plan as a option, to help unload the canyon road. Dear Utah Department of Transportation, I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Ms. Shelby Sly	Craig Henry	Website
5049	 Sincerely, Ms. Shelby Sly	Shelby Sly	Email
5050	Please explore the gondola option	Lindsay Kone	Website
5051	Build the gondola! We need more environmental protection!!!	Zack Ison	Website
5052	Hi, I do support the Gondola PLUS La Caille proposal in Little Cottonwood Canyon. As a skier of both Snowbird and Alta, I know traffic is getting so bad up the canyons, this appears to be the best long term solution.	Adam Long	Website
5053	A train might be a sweet option down the road? However, out of the three I say Gondola.	Margaret Heilshorn	Website
5054	I vote for the dedicated bus lane.	Sarah Jean Hoggan	Website
5055	The Gondola Plus La Caille Base Station is an innovative option that should be studied.	Anthony Scavone	Website
5056	I vote for a gondola options... let's avoid snow sheds and wide roads and keep as many cars out of the canyon as possible.	Jennifer Leaver	Website
5057	I prefer the increased bus service option.	William Hoggan	Website
5058	One of the things that is not addressed in the gondola works proposal is the cost for parking and to ride the gondola. I feel that this is important to address. Is this something the will be affordable enough to encourage use?	Joni Dykstra	Email
5059	I believe the gondola offers the best long term solution with the least amount of damage to the canyon and air quality. It would also make sense to connect a Trax train to the base of the gondola.	Arthur Henry	Website
5060	As a climber, lift service snowboarder, and backcountry splitboarder I utilize LCC on nearly a daily basis. I fully support enhanced bus service (similar to Zion event!) without an additional bus lane. I think this will provide the cleanest and least impactful solution while allowing for multiple stops and minimizing independent user traffic.	Jeremiah Watt	Website
5061	I support the gondola option. Buses will struggle to be effective because hiring 100 drivers seasonally is difficult. The gondola may pay for itself over time as people pay to ride, similar to the Snowbird tram. It is the option that would actually take vehicles off the road. Bus service as it stands should continue to see improvements and possible expansion of summer routes. One thing I noticed is that recreation stops and road use by the rock climbing and cycling communities was not well represented. They use the canyon differently and at additional locations. Bus routes that are direct all the way up from the mobility hub do not serve all needs. Please consider the La Caille base stop or a redesign of the current gondola scenario that leaves from a mobility hub or some kind of parking where a bus could pass and users could be dropped off.	Jared Stewart	Website
5062	I live on Kings Hill Drive. I would rather see the speed limit reduced, and leave the rest alone. Speed seems to be the biggest danger to me. Thanks!	Hal Miller	Website
5063	Sure the gondola would be glamorous. But what would the round trip ticket cost? And why would we want to have so many visitors to LCC? Seems like a great ploy for some business entity to make a lot of money. We already have a road, we already have buses-why not make the most out of both. And then there is COVID to consider- we could not possibly invite enough people at a time to ride the very expensive gondola safely. Yes, COVID will eventually be vanquished, but what about the next pandemic...	Peg Kramer	Website
5064	The Gondola PLUS the La Caille Base Station is the most forward-thinking solution for Little Cottonwood Canyon. All signs point to it as the obvious choice! First, as a local canyon lover I appreciate the work that has gone into the creation of the three options at hand. Any of them would help in solving the congestion issues in the canyon, specifically in the winter.	Kayla Herrin	Website
5065	The gondola option stands above the others for several reasons: (1) it would reduce the overall emissions within the canyon by decreasing the number of cars that utilize the road, (2) it will eventually be the least expensive and safest option once initial build costs and annual O&M costs are factored in (after roughly 25 years), (3) it allows travelers to experience the canyon in a way never before - thus further giving people a richer appreciation for this natural resource. Thank you for listening and for taking the time to look into ways to help protect the canyon for future generations.	Zac Watne	Website
5066	I can appreciate each of the 3 options, but none of them seem to really solve the problem. Buses are not the answer, even with dedicated lanes buses will be impacted by road closures and poor driving conditions. Getting to the resorts as quickly as possible is what skiers/boarders want, they are not going to sit and wait for a bus that will not get them there any faster than driving up the road themselves. People want a solution they can count on, one that is consistently reliable. They expect reasonable wait times with the least amount of inconvenience. On an average day the drive to Snowbird from one of the park and rides takes about 20 minutes. The convenience factor of the gondola needs to include a short wait time, people are not going to line up to wait 30-45 minutes for a gondola ride that takes twice as long as driving. The proposed gondola offers 1 cabin carrying 30 people leaving every 2 minutes, this will not cut it. A reasonable solution needs to accommodate at least twice as many skiers per hour.	Chad Ledtje	Website
5067	It seems to me that the gondola that was proposed a while back would be the best option and least impact on the environment and surrounding area in the canyons.	Kelly Kimball	Website
5068	First of all, a huge thanks to UDOT, UTA and the Forest Service for working to protect our beautiful Wasatch canyons. As a year-round user of Little Cottonwood (and Big Cottonwood) Canyon, I would support the plan for enhanced bus service, and to limit or meter the number of cars allowed in the canyon. Enhanced bus service is the most flexible, scale-able and fungible plan. With dedicated bus service, traffic could move smoothly and transport time would be minimized, but widening the road negatively impacts the environment and unless you limit the number of cars, will only create more bottlenecks and slow downs for of all the traffic. Thank you for considering an enhanced, virtually bus-only plan.	Rachael Hamlin	Website
5069	The proposed solutions don't allow Backcountry users (skiers, climbers, hikers, bikers...) enough access points. We would be walking up and down to get to areas. Usage at areas where there is access would have a greater impact at those areas and would ruin things and make it intolerable.	Chad Nuesmeyer	Website
5070	Eliminating as much traffic as possible from the Canyon would be the best option for people, animals and the environment. The Gondola plus La Caille option would be the best way to manage traffic at the base and get skiers and riders up the canyon quickly and pollution and stress free. Addressing this issue is long overdue, and the option chosen should not be a halfway measure, but rather one that will fulfill the needs well into the future. Traffic on the road should be limited to commercial needs, and not include buses or private cars.	Michelle Demschar	Website
5071	I prefer the extra lane for carpool or bus with snow sheds	Marsha Gale	Website
5072	All for the Gondola! Keep cars (and emissions) out LCC!	Kelsey Johnson	Website
5073	The gondola is the best solution I have seen. Focus on powering it with renewables. Model it like Telluride and Zermott.	Alan Perkel	Website
5074	Finally #3 will be like the systems in Europe that work so well. I think having buses as a backup/optional transportation are necessary.	Catherine Helm	Website
5075	#3 option is the best solution	John Helm	Website
5076	More buses immediately and a parking lot near mouth of the canyon for people catching the bus!!	Marianne Philpot	Website
5077	The Little Cottonwood transportation development options that include a gondola are too ski-resort centric. Unless the gondola plans are modified to include stops at ALL backcountry access trailheads, then it is not a sufficient solution. I am extremely in favor of increasing bus availability in the canyon as well as converting to electric based buses for use in the canyon. Increased coverage for summer useage should also be considered. To a lesser extent, I am in favor of widening the road, although I think that will only cause more problems as it will allow more people to enter the canyon via automobile while there is not sufficient parking for these additional visitors.	Hayden Beck	Website
5078	I am very concerned about the impact of a gondola as well as the cost. I would rather that that money be used to implement the enhanced bus option. I also believe there should be a toll for the canyon and the funds collected should be used to offset the cost of riding the bus. The IKON pass has ruined it for the locals. There should be no idling in neighborhoods and busses should be the first vehicles up the canyon after avalanche control. No to the cost of the gondola. The ticket price will have to be too high and no one will want to ride it.	Carrie Tuttle	Website
5079	I support the gondola instead of widening the road	Cassandra Cowdell	Website
5080	I support constructing the gondola instead of widening the canyon road.	Cole Lambourne	Website
5081	I'd like to vote for the Gondola option as I believe this to be the way of the future in SLC. With the existing emissions issue, why not continue to cut down on emissions in the winter by implementing this Gondola. I also would like to ensure that with whatever option is pursued, there is opportunity to get off the Gondola/Busses at popular Backcountry ski locations.	Jordan Kremer	Website
5082	I strongly support the Gondola Plus La Caille base station solution to mitigate the nightmarish traffic we are currently experiencing in Little Cottonwood Canyon. Please implement this more effective solution. It's the best idea anyone has come up with.	Jo Lynn Olsen	Website
5083	Forget the gondola, widen the road, build avy tunnels, and charge \$50 a year for a canyon pass to help pay for expansions. Also parking garages at the bird and Alta and increased bus services	Matt Valentine	Website
5084	I support the gondola. Please pursue this. We have enough pollution and traffic.	Sarah Enders	Email
5085	I feel that an increase in bus transportation availability in order to reduce personal passenger vehicles in LCC is a positive, but the bus system and road widening does not account for other recreation types during other times of the year in the canyon: such as hiking, climbing, mountain biking, during the spring, summer, and fall period. If an increase in bus services and mobility stations were implemented, with the current plan status, it is not helpful without having additional stop stations besides Alta and Snowbird. I don't feel that we should go forward with a plan that cater specifically to private companies and costly sports within a canyon that is enjoyed by a broader base of the salt lake city community. If we are going to increase access to public transport into the canyon, it should include the following: 1.stops at major climbing/hiking trail heads in the non-winter months Additionally, the gondola plan I feel is out of the question, would ruin the pristine views of our canyon, and again, only benefit privatized winter sport recreation.	Tahany Huerta	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5086	<p>I strongly believe the Enhanced Bus with no widening Hwy 210 option is the best for LCC because it has the lowest environmental impact (no additional infrastructure/ machines have to go into LCC and work around the watershed, we are adding more buses-hopefully low emission buses that PC uses. This option not only serves the resort/ tourist crowd but serves the climbers, backcountry skiers and does not disrupt the beautiful landscape that makes LCC incredible. This option also allows us to help solve the problem this upcoming season instead of making the problem worse for years until the road is widened or the gondola is built. The issue that we are trying to solve is only for a few months out of the year.</p> <p>The main issues I see in all the alternatives is that they do not address parking, all the options have several transfers-making it a failure before even implementing any option. The gondola mobility hub will have about 2,500 spaces for cars. Being that it is located at the mouth of Big Cottonwood, will this still be a carpool lot or exclusive to LCC? If you live in Granite, Sandy or Draper, you'll have to drive past Little Cottonwood to Big, where you'll enjoy the traffic you are trying to escape before getting on a bus heading back toward whence you came, to then catch the gondola. Where are we putting a parking structure? why can't we have bus transit hubs from Sandy, UofU, Sugarhouse, DT that go directly to the resorts?</p> <p>Gondolas are made for where there are not roads or where there can't be roads, LCC has a great road already in place and we should utilize what we already have! There is a risk avalanches while driving up the canyon for people that live along the canyon and drive up the canyon and I would say that what make LCC unique and we need to keep that, and if they don't want that risk then there is PC, canyons and other ski resorts.</p> <p>Why I strongly disagree with the gondola is that gondolas shut down in weather- the PC to canyons gondola is closed several days during the winter season where they are forced to bus people back and forth during bad storm days. where is everyone going to go if the gondola shuts down? where is everyone going to stay if LCC is in interlock? We also don't need to have a gondola to make a LCC amusement park- with three transfers the "cost" or "efficient factor" is out the window. To attract more people means more traffic and more of a problem. Also if people are talking long term- in 50 years with global warming are we going to have a ski season? Lets keep LCC beautiful and the skiing experience/ LCC experience special and utilize the infrastructure we already have in place and add more buses, spread it to hubs around the valley and make it easy for people to ride the bus. The problem we have now is when people try and take the bus they are stuck at Alta for hrs trying to get on a bus down, if we make it easy and reliable locals and visitors will take the bus! I heard in the 80's there was a \$7 round trip ski bus from 9th and 9th to LCC, why can't we do that again? I hope we can use the tools we already have to help solve our traffic problem that is really only an issue 4 out of 12 months/ year. Also as a tax payer I do not want to pay for any additional infrastructure except for additional parking lots or additional bus hubs that can take people from their neighborhood to the resort our allow carpooling and make riding the bus easy and accessible.</p>	Mackenzie Jones	Website
5087	<p>Hi Josh, Thanks for your time and conversation. As we discussed, there are several items upon which I would like to comment. These comments are in the attached memo. Please feel free to reach out to me to discuss further if you wish.</p>	Newel Jensen	Email
5088	I live near the mouth of Big Cottonwood. I do not support widening Wasatch Blvd to 4 or more lanes. I do not see how making travel to the mouth of LCC solves any problems, whatsoever. I do support buses in LCC. I do not feel a gondola will solve the traffic problems. I also feel the ski industry should foot most of the bill for improvements that benefit their industry.	susan Ayers	Website
5089	Please use the gondola and consider the options of extending to other canyons and the La Caille station. We only have a limited resource and expanding into our beautiful canyons for more polluting busses and cars will destroy our unique canyons. There's a way if we are creative and work together!!	Natalie Woodbury	Website
5090	I would do both the Gondola and the five lane plan. -Glen	Glen Hartman	Website
5091	I am a road cyclist and runner of over 40 years and live just west of Wasatch between the 2 Cottonwood Canyons. Because of my location, I ride and run along Wasatch almost everyday. As you know, This corridor is the major route taken by cyclists and runners in the East part of the valley. It is also heavily traveled by motor vehicle traveling at high speeds 50 and above). The area of greatest risk is between Big and Little Cottonwood. Cars and big trucks pass dangerously close to cyclists. The shoulders are not as wide as other portions of Wasatch. This combination poses as great risk to pedestrians, runners and cyclist. I would hope that The planners would slow the speed of traffic and especially widen or even segregate the bike lanes from traffic in any new design. Also, the bike through lane approach is too short for traffic going up the canyon at the intersection for southbound Wasatch. This recent re-engineering was not successful. It forces cyclist to be exposed to traffic from behind as they try to get over to the bike through lane without even protection for their lane from through or right turn traffic. Thank you, Mark J Williams	Mark Williams	Website
5092	I rode the Ski Bus all last season. The Ski Bus is under utilized. Usually, there was room for more riders going up and coming down. Thank you.	Michael Vahle	Website
5093	I've lived in Cottonwood Heights for 25 years. I don't want to see either canyon take on more traffic & pollution. Go For the Gondola	Melinda Stowers	Website
5094	Dear sir or madam: Please find attached our comments. Thanks, Dave & Penny Smith	Dave & Penny Smith	Email
5095	<p>As an avid user of both Big and Little Cottonwood Canyons, I have first hand frustrations with traffic issues as well as a persistent desire to continue to explore and play in our wild, undeveloped canyons. The solutions proposed are thoughtful, but have several flaws.</p> <p>The problems:</p> <p>(1)Limited parking at the base of the canyon restricts the potential success of any proposed solution to limit private traffic in the canyon. Without easily accessible locales for parking, any carpool or public transit option is less likely to be used. At the bases of both Big and Little, carpool lots are usually full by 9am on high traffic winter days. Without access to a parking spot, users will not leave their cars to take busses (regardless of increased frequency or decreased transit time with dedicated bus lanes) or a public gondola.</p> <p>(2)Gondola access only supports users at ski resorts.</p> <p>(3)Widening the roadways will have irreversible consequences on the ecosystem, development, and aesthetic of the canyon. Additionally, widening the roads will not alleviate the ever-increasing amount of traffic running through the canyon. This is, at best, a temporary solution to a long-term problem.</p> <p>(4)Any restrictions in Little Cottonwood will pass traffic to Big Cottonwood, which, while not as severe, has its own traffic problems.</p> <p>Proposed Ideas:</p> <p>(1)Tolling</p> <p>a.A driving pass for both Little and Big Cottonwood Canyons. Since changes in one canyon will undoubtedly affect both, let us not postpone addressing the issues that will trickle down. Users of the canyons can purchase a season pass allowing car access into the canyon. To purchase this pass, you must have documentation that your car is 4WD or AWD and has appropriate tires or chains.</p> <p>b.If you do not have a pass, your car must pass tire inspection and you must pay a day use fee, much like Millcreek Canyon.</p> <p>c.To maximize traffic flow, there may be an "easy pass" lane at the base of the canyon abutted to a human operated lane. There should be a fine for cars in the easy pass lane without the appropriate pass, enforced by camera.</p> <p>d.Discounts or complementary passes could be provided to homeowners and employees. Restrictions on vehicles should remain the same.</p> <p>(2)Parking structures at the base of first Little, then Big cottonwood canyon. Additional parking spaces, combined with financial incentives to drive independently, will encourage users to utilize carpooling and public transit.</p> <p>(3)Increased public transit (busses), with stops at popular backcountry trailheads and ski resorts.</p> <p>Thank you for your attention to our canyons and outdoor recreation opportunities.</p>	Ivan Hodges	Website
5096	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing (according to information provided by your website). That being said, there is still extensive analysis needed that considers dispersed recreation in this Alternative.	Zack Taylor	Website
5097	Of the three alternatives, I prefer the Gondola. The reasonable initial investment, lowest ongoing cost, and highest capacity make this the best option from my perspective. I also like that it is the lowest impact to the land.	tony calderone	Website
5098	Growing up in Salt Lake, I have visited Little Cottonwood Canyon hundreds of times. The growth in Salt Lake country has had a noticeable impact on the environment of the canyon, along with the ability to enjoy all its beauty, due to smog/pollution, traffic and no where to park. I support the Gondola!	Skye Cowdell	Website
5099	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Kane Boynton</p>	Kane Boynton	Email
5100	The Gondola Plus La Caille Base Station is a way to get cars out of the canyon and off Wasatch Blvd. We need this for our community and air!	Becky Fleming	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5101	<p>Hello again, since you guys are now towards finalizing the decision on fixing the canyon I want to make some points as to why avoiding a gondola will be better.</p> <p>1. The main problem with the canyon traffic lies with the industry surrounding it, and with the Ikon Pass available at all cottonwoods resorts it is making that problem worse. The big problem us outdoor people have seen is just out of state traffic coming in, not that it is a bad thing but the removal of the ikon pass would literally, like fucking literally change how the road looks on a daily basis. But since you guys don't wanna push the resorts to do that and help keep the locals happy with fresh untracked turns, I'm gonna suggest avoiding the gondola and using more busses for moving people. On a good sunny weekend the difference in adding a few more busses would be incredible and likely more effective than the gondola. The only benefit to the gondola is on stormy days when the road has to close, otherwise there will be weather interfering with it and also long lines to get onto the tram itself, it's only adding to the pain of the 9 fucking mile drive. The gondola will only ramp up the amount of people in the canyon, and to the vast amount of locals an untracked turn is becoming rare because of the ikon pass and soon the gondola. Please realize you're only feeding into a traffic problem with people up at the resorts, oh and hikers and backcountry skiers like myself don't appreciate taking down any piece of land on that road to put a lift tower in our way. This can affect how wildlife will function in the mountains, and also make an obstacle for people outdoors and just an eyesore for the people living in the canyon. Please realize that using busses, especially electric will actually do something instead of rip up ground to build what will be referred to as "the beater hauler" which means endless beginners who shouldn't ski in terrain like LCC will flock to Utah and only ruin the life experience of those fortunate enough to live here.</p>	Collin Titus	Website
5102	Fuck the gondola if you have a problem talk to me, we aren't in fucking Switzerland it's a 9 mile road, we don't need a gondola.	Kirsten Henderson	Website
5103	I vote for the Gondola alternative. Better for the environment, better looking, better represents the mountain feel that other mountain towns have.	Mary Jo Tarallo	Website
5104	<p>I fully support the idea of building a gondola to access Little Cottonwood Canyon. Can't see any downsides to this; only upsides. Kudos and good luck!</p> <p>I think there are three major causes of traffic problems in LCC</p> <ol style="list-style-type: none"> 1) Big snow days and Avalanche danger: Snow sheds will make this much better. They will get the mountain open sooner and solve the traffic backup problem. 2) Big snow days and poorly equipped cars: Enforce the snow tire rules. Issue window stickers to cars with snow tires, setup a booth at the bottom, cars with a sticker can go right up and the other cars will pull to the side for tire inspection. This will speed up the process. M&S tires are not good enough. Require true snow tires and AWD/4WD. Getting past sliding/skidding/stuck cars slows everyone down and makes traffic. 3) High volume days: These are mostly holidays and weekends. These days are predictable and you can schedule more busses. You need express buses to each of the Alta and Snowbird stops. If you are going to Albion having to stop at all those other places first is a frustrating waste of time. <p>I don't think a toll is going to get tourists to ride the bus. If a tourist is already spending \$500+ per day per person how big would the toll need to get them to take a bus? They will pay it and traffic won't be improved. The only way a toll might reduce tourist traffic is by pissing them off and sending them to Colorado for their next ski trip.</p> <p>First, I don't think the 3 options presented have been sufficiently researched. Further studies are needed to understand the true impact and provide a more accurate capacity picture.</p>	todd schreibman	Website
5105	<p>Of the 3 options presented, I would be most in favor of an enhanced bus route. There are multiple benefits from this, but I will highlight that it has the lowest environmental impact and is inclusive to all types of canyon users. Furthermore, if this is going to be funded predominately by the taxpayers, it should serve all possible uses rather than just those that use the ski resorts.</p> <p>I'm shocked widening SR 210 is being considered: perhaps UDOT should stop ignoring how adding lanes eventually leads to induced demand. Adding additional lanes encourages more people to drive and eventually you end up with the same congestion seen before. As a side note, maybe consider this as you continue to promote sprawl in the Salt Lake Valley.</p>	Will Gere	Website
5106	Hello, I feel strongly that the gondola solution is far superior to the other options. It is more environmentally friendly and meaningfully forward looking.	David Black	Website
5107	Thank you, David Black		
5108	I support enhanced bus service with the addition of a dedicated bus lane.	Barbara Eastman	Website
5108	please seriously evaluate the option of a gondola to access little cottonwood canyon resorts - it would be much more ecologically sustainable vs. more and more cars up the canyon.	MIKE BETTILYON	Website
5109	<p>After reviewing EIS materials and attending one of the virtual townhall meetings, these are my questions and comments, and I will relate them to the statement of purpose in the Project Overview, "The partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains."</p> <p>LONG-TERM TRANSPORTATION NEEDS. I understand that the scope of this analysis is to decrease the personal vehicle traffic by 30% up LCC. I understand that this scope is probably fixed at this point, but I hope that the next phase of the EIS will consider that this may not be enough for a truly long-term solution and will consider alternatives that can be adjusted or expanded for the future. As such, I believe the Gondola to be of limited application. It appears to be a fairly fixed mode of transport that cannot be easily expanded or adjusted (for more capacity, more frequent stops, etc.) and therefore will not continue to serve the needs of canyon travel. Given our poor air quality and probable growth along the Wasatch front, I believe that we will eventually need to decrease our strong dependency on personal vehicles. Starting with enhanced bus services over a gondola allows us to test public transport up the canyon in a way that can be more easily adjusted, expanded, integrated more directly into valley public transit systems, and allow us to use the existing road as we, in my opinion inevitably, need to continue to decrease the number of personal vehicles on that road. We may, in the future, need to get well beyond 30%.</p> <p>DISPERSED USAGE (COMMUNITY). I am concerned about the amount of focus that seems to go to providing transportation to Alta and Snowbird during peak hours only. Of course they are the destination for much of the traffic on high-use / powder days. But most days of the year, and certainly also on powder days, the usage of the canyon is diverse and dispersed. And the usage is increasing, even in the summer. Again looking to the future and the entire Wasatch community, an option that only serves these two ski resorts seems short-sighted.</p> <p>ENVIRONMENTAL IMPACTS (VALUE). During the town hall I attended, Vince stated that "if we were trying to protect the environment, we would not propose any transportation solutions.</p> <p>This concerns me, and I hope that the environmental/impact assessment portion of the EIS will carefully and realistically scrutinize the impact to our canyon of all the alternatives. I am concerned that the desire to get skiers to resorts will override the environmental considerations. Little Cottonwood Canyon is beautiful and unique and one of the reasons we all love living and recreating in Salt Lake City. I believe we should work toward a solution that will change the nature of the canyon as little as possible while still enhancing travel efficiency and safety. I understand any change will have an impact, but we should prioritize minimizing this impact - especially where we are uncertain if a solution will be the long-term fix we really need. We have not fully tested making the bus the preferred option through behavioral and economic incentives. Again, in the future we may need to potentially keep the majority of personal vehicles off of the roadway to make way for an efficient bus system. I'm concerned about the visual and experiential impacts of installing supports and stations for a gondola all the way up the canyon. I am also very concerned about these same impacts of widening the road to add additional lane(s). I support trying to find solutions within our existing road infrastructure as a first real step. Let's test enhanced bus service WITHOUT road widening first. I hope the environmental assessment will seriously consider wildlife corridors, watershed issues - specifically with widening the road, and the changes that we choose to make to our canyon. The summary states that "the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains." How is value defined? There should be value assigned to keeping our beautiful canyon a place of wonder, awe, and exploration. Humans clearly crave this - so let's value this aspect. I am also concerned about the construction of snow sheds. What visual impacts will these have? Just like gondolas can occasionally be shut down for wind, road can occasionally be shut down for avalanches. In my opinion we should be willing to accept some natural consequences of traveling in winter conditions and the occasional road closure instead of trying to control all aspects in order to arrive at a resort. In my opinion, the beauty of our canyon is worth more than the occasional road closure. Please also consider this in "your assessment. Finally, I know that it is not part of the scope of this assessment to consider the carrying capacity of the canyon. But this may become a question in the future, and I believe the long term question is not simply, "how many people can we get up the canyon how quickly?"; but also, "how many people can our canyon sustain and what will keep our canyon healthy?" While you may not be answering this question now, I think you should keep it in mind as you review the alternatives. Yes, I would give up the ability to access the canyon on EVERY single day I wanted to if it meant that long-term the canyon remained a healthy and wonderful place for us to enjoy, for us to dream in, for clean water, for wildlife habitat, and for preservation of wild spaces.</p> <p>COMMUNITY CONCERNS. I heard a lot at the town hall that tolls were concerning because they would make skiing an elite and rich activity... as if it isn't already primarily that. As if a gondola would not primarily serve middle-class, white skiers of Alta and Snowbird. I believe there are ways to serve our community and give everyone the opportunity to enjoy the canyon. Integrate bus transportation up the canyon with valley transportation. Give people an opportunity to enjoy other parts of the canyon besides Alta and Snowbird alone by building public transit that will stop along the way for hiking, snowshoeing, climbing, picnicking, and an entire range of activities. Those of us with the means to drive our cars - especially solo - (likely using Solitude's model of a sliding pay scale based on occupancy which, according to the CWC, seemed quite effective and decreases stress on families to drive up the canyon) can pay a toll. Bus could be a reliable and relatively cheap option to get a diverse community to the canyon to use the canyon in diverse ways. Integrating this with public transport in the valley may also provide the opportunity to offer passes that coincide with work commutes, considerations for low-income passes, and many creative and strategic ways to not lock people out of enjoying the canyon. Along these lines, parking for transit should be free. Make this work for our entire community!</p>	Angela Isaacs	Website
5110	I support the Gondola alternative, it offers the most environmentally friendly solution, the most aesthetically pleasing option, and offers the best fit for a mountain town!	Blake Henderson	Website
5111	<p>The Gondola proposal created by UDOT is a terrible solution to the issues facing big and little cottonwood canyons. First of all it will require two transfers, from car to bus to gondola which will be logistically problematic. Second, it puts way too much emphasis on vehicular travel. Encouraging automobile travel is what created this mess. We need to have viable alternatives that do not include requiring people to drive close to the canyons. Any widening of those roads will further diminish these natural treasures. UTA has a robust transit system throughout the valley, run Bus Rapid Transit like vehicles from locations throughout the valley directly to the resorts.</p> <p>This plan spends hundreds of millions of dollars and doesn't do anything to solve issues in big cottonwood canyon. Big cottonwood may not have as much traffic as little cottonwood, but it is not far behind. We need a plan that addresses transportation issues in both canyons. In fact the 6000 car parking garage for the gondola up Little Cottonwood canyon will be placed at the mouth of Big cottonwood canyon several miles away. This will increase traffic at the mouth of big cottonwood by requiring drivers from south of the canyons to drive past little cottonwood park and big and then take a bus back to little to get on the gondola.</p> <p>Finally, the gondola plan endangers important sites for other uses in the canyon. The base of little cottonwood canyon is home to some of the greatest rock climbing in the world. People move from all over the world to live in SLC for that climbing, the base station for the gondola will destroy many of the boulders that climbers use and will possibly hurt access to many of the cliffs.</p> <p>Do not build this Gondola!!!</p>	Chris Jackson-Jordan	Website
5112	I vote for the gondola option, best for the environment. We don't need bigger highways and more cars!	Mac Henderson	Website
5113	Expand lanes on Wasatch Blvd and 210 to the LCC park and ride. Only expand the road further if there would be low environmental impact and not affect any of the summer recreation such as bouldering, the river, or existing trails. Build snowshed where needed in only the most frequent avalanche paths. Do not build a gondola that would really only help ski resorts during peak times of the winter. Increases bus service, make it more like a shuttle system with many access points for other user groups like hiking, backcountry skiing, and climbing.	CURTIS ALLRED	Website
5114	I vote for the gondola option, better for the climate, SLC, the mountains, the resort, residents, employees, and visitors!	Shaye Henderson	Website
5115	Gondola Please. Big cottonwood too. Gondola from Park City side/ Big and Little Cottonwood from the bottom. Thanks	Hans Hjelde	Website
5116	Stop ruining nature! This is a great idea	Bethany Merrill	Website
5117	<p>We have been multiple users of Little Cottonwood Canyon for fifty years. We downhill ski, cross country ski, and hike and climb canyon trails. We treasure the canyon and mountains for their aesthetic and environmental values as well as the Salt Lake Valley's critical watershed. We are patrons of the resorts.</p> <p>The gondola alternative will not serve our transportation needs and be a blight upon the aesthetic values of the canyon.</p> <p>A bus system coupled with limits to and regulation of automobile access is the most straight forward means for meeting current transportation problems. As little construction and habitat damage should be the primary standard of judgment for any construction required.</p> <p>It is obvious that it may (will) eventually become necessary to limit human use of the Wasatch to protect the watershed and environmental values so it is irrational to spend taxpayer dollars on infrastructure that will be abandoned in the future.</p> <p>It seems as though this EIS has not really considered climbers as a user group. I would like to see some complete proof that would allow for the canyon to see use for climbing during all months of the year. Additionally, boulder destruction should be considered in term of the environmental impact of road widening. This EIS seems to put the interest of resort skiers ahead of all else with the time period where real traffic issues make up 50/365 days of the year, yet this solution has impacts affecting the rest of the seasons as well. Dispersed recreation is a valid form of recreation.</p>	Ann and John O'Connell	Website
5118		Trinity Robinson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5119	I support the gondola plus la Caille base station.	Paul Ludow	Website
5120	I love the gondola ideal	JoCee Porter	Website
5121	My biggest feeling is that roadways shouldn't not be widened! That would negatively impact climbing areas in the canyon. I think we should have a more detailed analysis of enhanced busses and shuttles, but again, NO road widening. I love the idea of having a gondola in little cottonwood canyon because I personally use that canyon extremely often and would be happy to donate money towards the gondola if needs be.	Katherine Allsup	Website
5122	Sincerely Max Jarvie	Max Jarvie	Email
5123	In the gondola draft, the transportation hubs are noted near commercial developments which makes sense due to the density of traffic that will surround these hubs. There are many people who propose this could be a viable solution, however, it has recently made known that a parking garage/ transportation hub has been recommended at the base of the canyon near residential area, which will continue to back up traffic on Wasatch Blvd while people wait to access the garage just as they have waited to access the canyons. And during the off season, this section of Wasatch would become a high speed commuter highway. I understand the resorts are backing this proposal and money talks. How has UDOT considered the thousands of children that cross Wasatch Blvd to access schools, parks, etc., and all of the residents that live in the area? Why was a gondola parking structure in this area never addressed in the virtual meetings and draft alternative plans?	Molly Sparks	Phone Comment
5124	Gondola - seems like the only option that will address the requirements without further road development and the inefficiencies that roads represent and the ongoing avalanche issues. It may even reduce traffic!	Adam Smith	Website
5125	I believe that the gondola is the best option. We can reduce traffic and help get people up the canyon. It will also help with emissions, as it will reduce the amount of cars traveling up the road. This reduced emissions will help with our smog problem and global warming.	Spencer Bringhurst	Website
5126	<p>There are relatively a small number of big snow days each year when the traffic in the canyon backs up. 95% of the time there is little or no delay getting up the canyon, and midweek there are usually minimal parking issues.</p> <p>Gondola (Almost as dumb of an idea as the train) So, you are saying you want me to spend a lot more money to wait a whole lot longer to ride a gondola? There are so many problems with this gondola idea, I'm not sure where to start. But let's start with money...</p> <p>Costs per Rider Any idea of how much it is going to cost to ride the gondola per person? \$10? \$20? Each way? I would love to see your model for how you think this is going to pay for itself. Are your estimated operating and maintenance costs taking into account the losses you will likely incur from low ridership? Are our tax dollars subsidizing this goofy project when you can't get enough people to ride? So, how much would it cost for a family of 4 to take the bus and gondola up and back to Alta for a day? \$80-\$120? Is this a sustainable model if you only end up having heavy traffic on it for 10-20 days per ski season? I highly doubt it.</p> <p>Time to get there (and back) Once I reach the mouth of the canyon, in my car, it takes me an average of 10 minutes to reach Snowbird. Your estimated times to ride the gondola are 5 or 6 times longer than that (even longer for those continuing on to Alta). That makes absolutely no sense to me, especially if I only want to go ski for an hour or two.</p> <p>One of the reasons tourists enjoy coming to Utah to ski (I've talked to many over the years) is because (unlike Colorado), they can get from the airport to a handful of resorts in less than an hour. You are talking about (at least) doubling that time. So, who exactly are you marketing to? Tourists? Locals? Gondola enthusiasts?</p> <p>Wind Delays The Snowbird Tram closes regularly due to high winds in the canyon. What are the wind tolerances for your proposed gondola? So, what happens when winds shut down the gondola and you have busses dropping off hundreds of people at the gondola base station?</p> <p>More Bottle-Neck! Some of the proposed Gondola plans that I have seen include large parking structures at or near the mouth of LCC. So, essentially, you want to take a natural bottle-neck area and put a cork in it! Parking structures will be a nightmare on busy mornings causing even more delays as people try to navigate to a parking space in a multi-story parking structure.</p> <p>Disneylandification of LCC How much are Snowbird and Alta going to chip in to build and maintain this 'Disneyland' Ride up our canyon? Those are really the only two Of course the resorts want the gondola. That is just one more neat attraction that will help differentiate their resorts and attract more people. They don't care if very few people ever use it or that it will never pay for itself. For the resorts, it's just a really cool looking marketing brochure. The problem is that the rest of us, living down in the valley, are paying for their marketing budgets...in perpetuity!</p> <p>Snow Sheds This one is a no-brainer. Yes, we need snow sheds! Most of the closures in the canyon are due to avalanche mitigation and cleanup. The snow sheds could dramatically reduce the amount of time the canyon is closed. These closure delays also tend to coincide with large storms which attract the most number of people to LCC...so it is a win/win. I have seen snow sheds used successfully in Canada (Banff National Park). Build them, already!</p> <p>Extra Lanes and Busses I don't believe we need additional lanes all the way up the canyon. It might be nice, but I understand there are a number of places where it would be difficult or cost prohibitive to add another lane. You could add another lane up most of the canyon, however, which could alleviate a lot of problems, including additional passing lanes.</p> <p>The first up-hill passing lane in LCC is over 4 miles up the canyon. On heavy snow days (and heavy ski days) traffic flow up the canyon is reduced by the 'weakest link'. The weakest link includes non-4WD vehicles that struggle on wet, slippery roads, large/slow trucks, inexperienced winter drivers, cars with poor tire tread, etc. Only one of these weakest link scenarios can back up the entire canyon. Having more up-hill passing lanes will enable slower traffic to move over and allow other vehicles to pass and keep traffic flowing.</p> <p>Busses are also the most scalable option. Schedules can be adjusted (or eliminated) depending on demand. Building, running and maintaining a gondola has high sunk and fixed costs. The ability to adjust schedules and expenses to meet demand is just not possible.</p> <p>Other options to consider: How about building a bus Park & Ride near 9400 S 2100E in the old ShopKo parking lot? How about access to the LCC ski resorts via American Fork Canyon? Why does everything have to go up LCC? Put a gondola up in AFC and get Utah County residents to pay for it. A lot of the traffic up LCC is originating from Utah County. Why are we trying to cram more and more people into LCC? How about building other ski resorts across the Wasatch Front? Why are we never asking the question about the capacity of Alta and Snowbird? There are only so many people that can safely be on the mountain. Figure out how many people you can have on the mountain and then come up with a parking and public transportation plan to match that capacity.</p> <p>Anecdotally, I have noticed a significant increase in traffic and skiers since the resorts implemented the IKON pass. Maybe we should be looking at how resorts are marketing their products and if they are negatively affecting our traffic flows.</p>	Rich Winwood	Website
5127	I am for the 1st option, and if necessary the 2nd. I feel more passengers will take the bus if there is a more effective system. I feel that the least natural damage is the best. The gondola would take a long time, and wouldn't always be able to run on particularly stormy days. Buses can almost always run, unless the road isn't closed. If there is an efficient bus system, and adequate parking at the bottom of the canyon, people will utilize this resource.	Tsiyva Devereaux	Website
5128	I think Enhanced Bus no additional road widening is the way to go. I believe this is the best way to maintain the integrity and beauty of the canyon. Utah should not take for granted it's increasingly limited natural wilderness areas and do everything possible to preserve them. Limiting vehicle traffic it the best way to achieve this goal. We must put nature first before it is too late.	Sharlene Tharp	Website
5129	I'm very concerned about the proposed expansion of Wasatch Blvd. and how it affects my property value, quality of life, etc. I can see benefits of bus lanes and pushing people to use public transportation if they want to go skiing. For some of us that live very close to Wasatch Blvd. are there any plans for sound mitigation? If something is absolutely required, it appears to me that the imbalanced lane alternative for Wasatch would make more sense. I've never seen traffic back up on Wasatch from people leaving the canyons. It only backs up when people are heading southbound on a heavy powder day.	Cameron Simonsen	Website
5130	I'm involved in development and understand evolving requirements, but doing anything you can to keep Wasatch more of a neighborhood thoroughfare rather a busy highway would be greatly appreciated. Thank you. To promote safety and still provide responsible year long access to LCC for all people, the Enhanced Bus Service with no road widening will have the least impact on the canyon, and still allow people responsible recreational access.	Paden Allsup	Website
5131	The gondola PLUS La Caille Base Station sounds like a great way to address the multiple issues that surround the transportation issues in Little Cottonwood Canyon. I support this concept and recommend additional study and discussions occur.	Scott Van Wagoner	Website
5132	My personal preference for UDOT's proposed options is the dedicated lane for enhanced shuttle bus system with the improvements on Wasatch Blvd and the 9400 south/Wasatch Blvd intersection. Mobility hubs with larger park and ride lots will benefit also. I feel all 3 canyons, Millcreek, Big and Little Cottonwood need to have shoulder improvements. I was recently noticed shoulder improvements in American Fork Canyon a couple weeks ago. That canyon has come along ways especially Timp Cave and visitor center. Keep going UDOT! Thanks for all the improvements :)	Susan Logan	Website
5133	Either the Imbalanced-lane or Five-lane Alternatives are unacceptable because they encourage high-speed travel through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway will create higher speeds, and more air/light/water/noise pollution. People who live in the area will be subject to higher danger just trying to get around the Cottonwood Heights community. The other issue is that you can only widen the road up Little Cottonwood Canyon so much because of its geography - the backups will still happen and will now have multiple lanes of cars 'stuck', all polluting the neighborhood during the backup periods. A desirable roadway through residential strip includes no more than one lane in each direction with one REVERSE LANE for BUS TRANSIT/HOV ONLY. The area is essentially landlocked so significant increases in residential traffic are unlikely. Current and foreseeable future vehicular use simply does not warrant a massive roadway expansion. This is a beautiful part of the valley and ruining it with a road expansion just to accommodate two ski resorts is extremely short-sighted. There are other options to expeditiously move people up the canyons that will not permanently destroy a thriving neighborhood.	Jenifer Lloyd	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5134	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p>	Jake Krong	Email
5135	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Dee Munson</p>	Dee Munson	Email
5136	<p>I vote for the enhanced bus system with no road widening. We need as little environmental impact as possible and this is the solution. The new busses also need to be electric</p>	Teddy Charlton	Website
5137	<p>I strongly support the enhanced bus only option. I fear that roadway widening and gondola solutions are only solutions for the small amount of days that traffic is actually a problem, and they will have high costs the other days of the year (especially during the summer). Both (especially the gondola) will negatively effect the splendor of the canyon, and the roadway widening will really hurt climbing recreation in the lower canyon. Additionally, neither of these plans seem to take into account the needs of dispersed users (backcountry skiers, climbers, hikers, etc..) and will have a hard time balancing their needs with reducing traffic.</p>	GARRETT HARMSEN	Website
5138	<p>I am in support of the Gondola Plus the La Caille Base Station. This is the best option for our community and our environment.</p>	Isabel Demschar	Website
5139	<p>Enhanced bus alternate is the only realistic option. A limited transport gondola has extremely limited improvement on transport at the highest possible cost—this is a ridiculous option. Snow sheds make sense in certain locations, moving more and more cars is not helpful, we should focus on moving more people more efficiently. This is why more bus support is better. Also the resorts should not be given special or greater priority because of there lobbying power. The local people should have the biggest impact on UDOT's choices. Don't destroy our small beautiful places for money and power. You are killing the goose that lays the golden egg.</p>	Kelly Paasch	Website
5140	<p>Dear Utah Department of Transportation,</p> <p>I am a SLC resident who loves traveling up the Little Cottonwood Canyon (LCC) for skiing, hiking snowshoeing, etc. all year round. I often do not have access to a vehicle, I care about the health of the canyon and the local environment, and have a small student budget. Thus, I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Ashlea Patterson</p>	Ashlea Patterson	Email
5141	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Dr. STEVE Hunt</p>	Steve Hunt	Email
5142	<p>I believe the gondola option offers the most attractive, safest, cost-effective method of relieving Little Cottonwood Canyon congestion.</p>	Clive Romney	Website
5143	<p>Of the options, I support the first bus option, which includes no additional roadway. Little Cottonwood Canyon is a precious resource, and any expansion of roadway or traffic should be made based on scientific data on the human carrying capacity of the canyon, which we do not yet have. Until that data states otherwise, I do not support intrusive measures, such as the expanded roadway or gondola options, especially if those options exclusively service those going to resorts. These measures are visually and physically intrusive and would significantly decrease the experience of traveling through the canyon.</p>	Carly Huchendorf	Website
5144	<p>Much better than a bus!</p>	Ryan Schmidt	Website
5145	<p>I support the Gondola.</p>	Eddie Canaday	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5146	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier, mountain biker, hiker, backpacker, rock climber, and hunter. I go up Little Cottonwood Canyon frequently thru out the year, during all different seasons and times.</p> <p>I love the feeling of wild and solitude that can be found so close to Salt Lake City. It's an incredible area that I believe should stay wild. For that reason I am in favor of Enhanced Buses without widening lanes.</p> <p>My ideal solution would be something similar to Zion National Park. During the Winter Ski season I believe that busses should be inexpensive, frequent, and convenient. Busses could even be the ONLY form of transportation during that time, provided that they make stops in all recreation areas. During the spring (after ski season), summer, and fall I believe busses should still run, but there should be no restrictions on taking vehicles up the canyon. I believe the enhanced bus system most closely resembles this.</p> <p>I believe that keeping Little Cottonwood as wild as possible without the use of tunnels or gondolas the area will stay true to itself. It will provide a beautiful, wild experience for many who would otherwise need to drive hours. I believe this is the best option for the environment, the community, and future users.</p>	Luke Richins	Email
5147	<p>After reviewing the various options for enhanced LCC transportation, I am very much in favor of the gondola option. This is mainly due to the poor air quality issues that the SLC valley experiences due to the heavy vehicular traffic in the valley and also going up LCC which will certainly be worsened by any additional vehicular and bus traffic going up the canyon. In view of my air quality concerns, my second favorite option would be the enhanced bus option with no additional roadway capacity. In any case, I believe that a reduction in personal vehicles going up LCC would be helpful for both the air quality reasons I mentioned previously but also for an improvement to the aesthetics of LCC by reducing the number of vehicles moving up and down the canyon and the required parking facilities required for the same.</p>	Michael Polacek	Website
5148	<p>Can we please consider the gondola from LaCaille? That seems like the best solution to me. It has a vastly larger volume of people it would serve, a lower price tag for creation, and would facilitate a new base station with plenty of parking, commercial businesses like bars and restaurants, and would provide an easier way to get up and down an already crowded canyon. Most importantly, a gondola would solve one of the largest problems - all the road-based solutions will not work in heavy snows, when avalanche gates are closed, or when bad drivers wreck and block the road. The gondola would have lower CO2 emissions, would provide a great viewing experience for tourists, and is the same solution countless European cities use to get people to their ski resorts. Widening the road makes zero sense. There are already capacity and parking problems in the canyon, which this would only exacerbate. Not to mention, with more cars coming down the road, eventually the lanes will have to merge and will continue to create congestion. Either widening the road or using more buses, or a combination of both does NOT solve the core problem of snow, avalanche closures, and bad winter driving behavior, and is crazy expensive. Arguably it will make congestion worse. The ONLY solution that avoids all of the snow related problems is a gondola. Local neighbors around La Caille already have ridiculous levels of traffic on busy ski days, so I wouldn't expect a huge adverse change there. In fact, I would expect local property values to rise because of easy access to the Gondola. Please consider this option! The gondola towers are barely taller than the surrounding trees and the change in the watershed would be minimal. (It's hard to take complaints seriously about view and natural surrounding being interrupted by gondola towers when you currently have idling traffic jams, helicopters flying around, and other man-made traffic of all sorts.) The bottom of this canyon is not wilderness. I am a property owner in Alta and would happily take a gondola for 27 minutes rather than drive a dangerous and congested road. No more road expansion! It's Gondola time. Europe long ago found this solution to be the best combination of least invasive, truly problem solving for road issues, reasonably priced, and respectful of surrounding property.</p>	Matthew Hoffman	Website
5149	<p>The plans are skewed to accommodate skiing and the ski resorts but not other activities in the canyon such as rock climbing, ice climbing, snow shoeing, and hiking. These other activities need to be included in the overall plan. These other activities are done by local Utah's. Where as a good proportion of skiers are from out of state. This is another case of social injustice were the State Government is catering to out of state money rather than to the interests of bettering the life of local Utah's. I also want to state that I support the Salt Lake Climbers Alliance and the American Alpine Club comments made.</p>	Frank Nederhand	Website
5150	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. David Ruster</p>	David Ruster	Email
5151	<p>I SUPPORT THE GONDOLA PLUS LA CAILLE BASE STATION</p>	Michal Wysocki	Website
5152	<p>Expand the road so there is access for backcountry and resort skiers. I would also consider looking at road infrastructure in the alps. Those roads are design to stay open even in the event of a slide. A gondola makes it extremely difficult for backcountry skiers and locals looking to ski in the morning.</p>	Alex Klemme	Website
5153	<p>I support enhanced buses because they have the minimum impact on the canyon environment while providing the maximum return for efficiency, access, and TIME.</p>	Joe Hillock	Website
5154	<p>i worked with the original developer , ted johnson, and we considered and talked about the gondola solution in the late 70's; before snowbird opened. the gondola la caille solution is the best. front end costs may be more but long term benefits in costs, environment, convenience, etc. will outweigh the front end costs.</p>	Jim Gaddis	Website
5155	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Andrew Ferry</p>	Andrew Ferry	Email
5156	<p>From every standpoint - efficiency; environment; aesthetics; consumer/skier freindly; costs, etc. - it makes the most sense to deal with the traffice challenges in Little Cottonwood canyon by building a hign speed high capacity Gondola - anchored by a modern and efficient base facility in the Salt Lake Valley.</p>	Bernard Weichsel	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5157	<p>The gondola option is preferred but not in its current proposed form. There are a few major red flags that needs to be addressed before approval or implementation. I will not be addressing the bus options as those are highly unfavorable for many reasons; increased bus traffic, bigger footprint in canyon, etc.</p> <p>Assumption for all problems listed below are based on today's traffic which is only going to be exponentially worse in 2050 which is the assumption for the figures listed in the slides.</p> <p>Problems: 1. Gondola is only accessible by bus via Mobility Hub.</p> <p>A: This creates a huge traffic jam all around the Mobility Hub. All major and side roads will be heavily congested with vehicles trying to access this location. Wasatch is a mess on a ski day already, now the proposed suggestion moves all traffic to one area. This option is similar to if the airport only let UTA bus traffic in the airport terminals. Now all traffic has to merge.</p> <p>B: Vehicles with the destination of the Mobility Hub must now bypass the Lower Cottonwood Canyon (LCC), (if headed Northbound Highland/Wasatch etc.) and add to the Big Cottonwood Canyon Traffic (BCC) in order to reach the Mobility Hub. Once they reach the Mobility Hub they get on a bus only to be in traffic headed southbound towards LCC, essentially doubling the amount of traffic on the road, doubling congestion and time and impeding access to BCC.</p> <p>2. Gondola does not improve closure times due to avalanche.</p> <p>A: If the canyon is closed due to avalanche pre-resort opening, now all vehicles must drive to the Mobility Hub, take a bus, Get on Gondola (see problem 1A,1B). This includes employees of the resorts and support staff.</p> <p>1. Do employees and support staff get priority boarding on Gondola? 2. How much seating can you accommodate at the Mobility Hub when it's a powder day and the Gondola is the only route up the canyon due to avalanche closure? 3. The Gondola is a slow option, on a ski day with an avalanche closing the canyon, people will be waiting hours to not only find parking at the Mobility Hub, but for the bus and to get on the Gondola and up the Canyon.</p> <p>There will be thousands of people trying to queue. Also have you ever been in a long line on a powder day? Unfriendly and anxious would be two words to describe it.</p> <p>B: The Gondola alone is not a sufficient means of transportation for the quantity of people that will use the canyon if an avalanche closes the canyon.</p> <p>1. If there are freezing temperatures, high wind, and heavy snow, will the Gondola continue to operate? 2. How will thousands of people leave the resorts if that occurs? 3. Can the resorts accommodate that many stranded people while inter-lodge is in effect? 4. In reference to the meeting, it was mentioned that this was out of scope, but this should be a part of the scope. What is the backup plan if the resorts can't accommodate all the thousands of people now stranded due to Gondola and road closure?</p> <p>3: Gondola does not include Snow Sheds</p> <p>A: See problems 1A, 1B, 2A, 2B.</p> <p>B: It was mentioned in the meeting that the cost for the Gondola and Snow Sheds is too cost prohibitive. Do not implement a solution that does not address all the problems because cost is an issue. Do the project right, one time. See I-15 in Lehi as an example. How many years has that area been under construction due to new construction to alleviate traffic jams? Or Bangerter Highway. That highway has been torn apart and public domain has been implemented just to widen it. Build it right, the first and only time.</p> <p>Opinion: If cost is too high, then wait and procure the budget. Don't implement half a solution which moves the traffic problem somewhere else.</p> <p>Recommendations: Snow sheds Gondola parking and drop-off Single Occupant Vehicle Restrictions: Do not restrict Single Occupant Vehicles. This excludes a large number of outdoors enthusiasts who do not have someone to accompany them. Everyone should be able to enjoy the canyon without being forced to ride a bus or a shared ride. Encourage shared rides, encourage bus use. Do not restrict single occupant vehicles.</p> <p>If a toll is necessary for single occupant vehicles, then treat it like the HOV lanes on the freeway with the Express pass. DO NOT RESTRICT SINGLE OCCUPANT VEHICLES.</p>	Chase Nelson	Website
5158	<p>Dear Utah Department of Transportation,</p> <p>I am a skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>It is also worth adding that any LCC solution will have an impact on BCC as well, so the two canyons really ought to be considered at the same time.</p> <p>Sincerely, Mr. Cliff Coury</p>	Cliff Coury	Website
5159	Maybe consider installing a Gondola with numerous stop off stations along the way, like often done in Switzerland (Zermatt, Verbier, to name just a couple). Road can be reserved for Residents and employees only. Think about it, not a bad idea!	James Garrett	Website
5160	Hello I am in full support of the LCC Gondola and La Quai base station. This proposal is sound in so many ways. Please let's get this passed and get lots of cars out of the canyon!!! Thank you	Stephanee Grosscup	Website
5161	I strongly support the La Caille Base Station Gondola option. Folks will be resistant to using a bus plus then transferring to a gondola. Commute times are not great. Ample parking at the base of the Gondola is clearly the way to go. It will make total travel time more palatable to regular tourists like myself and locals alike. It is worth the extra investment and is clearly the best option as it not only creates a shorter commute but also will allow the resorts to stay open when it is heavily snowing which is quite frequently. Additionally this will reduce carbon emissions from the "red snake". I learned that phrase after getting home to my Airbnb at 9:30 one evening.	Bryce Wallace	Website
5162	Thanks! Bryce		
5162	I'm in favor of the two road options and against the gondola. I think, unless there are strong incentives that encourage people to take the gondola, it will be underused and therefore a waste of money. In addition, although hopefully this pandemic will have subsided by the time the gondola is built, we are now in a pandemic age. If another pandemic occurs, social distancing will be impossible in the gondolas and the capacity will be so significantly reduced that it will not be a viable transportation option. This is not a transportation option that allows for flexibility for future issues that may arise.	Becky Selikoff	Website
5163	This is such a great idea. Choose the Gondola with the LaCaille base option. Please!	Jean John	Email
5164	I commuted up the canyon for 35 years. I was snowed in on many times, sliding off the road multiple occasions, and I rolled my truck once. I was unable to take the bus because of my odd hours of work. Having a gondola would be so much safer and enjoyable to get to the greatest snow on earth. Thank you	Lawrence Fort	Website
5165	Please do not widen roads! We love our beautiful canyon for hiking, biking, climbing, and much more. The community wants the gondola!	Chelsea Buckley	Website
5166	The gondola option looks best with its minimal pollution impact in the Salt Lake valley.	Andrew Spry	Website
5167	PLEASE DO NOT build the gondola!!! The further destruction of the nature in the canyon that not only the gondola but the construction process would take is horrific. The gondola would also open up the canyon to SO much more unneeded tourist traffic which also causes the destruction of the nature. This would cost locals so much money. There is also no room for any more parking at the base of the canyon which would be needed and would also cause much more destruction of the surrounding community. This is unnecessary and invasive to the community.	Katie Farrell	Website
5168	Gondola	Matt Miller	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5169	<p>The "enhanced bus" option seems like it will not affect the traffic volume in any substantive way. You'll add more buses to the road, but individuals will not be incentivised to actually take the buses any more than at present.</p> <p>The "Enhanced bus with road widening" option "does" incentivize people to use the bus due to the dedicated bus lane—it translates into potential quicker commute times to the resorts. One worry is that cyclist also use the LCC bike shoulder in the winter and spring. It would be good if this option included information about whether the cyclists would be banned from LCC during ski season, when the bike lane would be open, etc.</p> <p>How long is a gondola trip? 63 minutes is much longer than the other two options, thus dis-incentivizing gondola use. More info needed on how that travel time is broken down.</p> <p>Dear Utah Department of Transportation,</p>	Landon McBrayer	Website
5170	<p>I am a backcountry skier and hiker who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation throughout all seasons of the year. I appreciate this opportunity to comment on the LCC Environmental Impact Statement as I am a resident of Cottonwood Heights living between the canyons and already feeling the impacts of the Wasatch Blvd construction and traffic. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a winter and summer user of our canyons I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Ken Kiss</p>	Ken Kiss	Email
5171	<p>As an avid skier and hiker and growing up in SLC I've experienced the traffic challenges in LCC which have greatly increased over the years. I also deeply care about the environmental health of the canyon and care about the natural beauty (why we all come to this canyon).</p> <p>Reviewing the options I do not support the widening of the road with Peak Period Shoulder Lanes in any scenario as it allows for more travelers vs reducing overall impact. Would widening the road have greater impact on the watershed? It's unclear how construction and long-term widening would affect the stream ecosystem running down the canyon.</p> <p>Considering the other alternatives I would suggest doing a hybrid of both the enhanced buses AND the gondola options in order to greatly reduce cars on the canyon road in our future. The gondola would help resort users and buses would support alternative uses like backcountry skiers (including myself)/summer hiking/resort employees during off gondola hours.</p> <p>The enhanced buses appears to be the fastest option to implement first while we wait for the gondola construction. Buses can be used in the immediate interim until the gondola is built. Once the gondola is complete the bus volume can be re-evaluated to enhance the combination gondola plus buses to further improve the traffic challenges. Buses allow for most flexibility during high and low demand times.</p> <p>I'd also like to see that buses be fully electric to further reduce impact on the canyon and our air quality. Has there been a financial analysis on electric buses? And any pollution reduction study if buses were fully electric? Will UTA invest in electric buses?</p> <p>I also have concerns and questions about the gondola option. I worry the three-step process for getting up the canyon using the gondola will be too challenging, particularly for families with children. I'd highly suggest adding a parking structure at the base gondola station rather than requiring all gondola users to park at the gravel pit lot and bus to the gondola station. Parking needs to be easy to encourage adoption of the gondola. It is unclear if there will be a fee for riding the gondola? Will ski passes make it free? Pricing and convenience need to incentivize families in order to increase gondola use. I'd also re-review adding a drop off option at the gondola base to help with reducing cars requiring parking. Regarding scheduling when will the gondola will operate? Will it run at early/late hours to accommodate backcountry enthusiasts, resort employees, and contractors traveling up the canyon at all hours? Beyond the resorts the majority of land is 'public land' people recreate in. Would the resorts cover more operational costs of the gondola considering its a solution that delivers people to those locations? I personally ski at both Alta and Snowbird so support the drop off locations but also backcountry ski and hike (starting at trailheads below the resorts) so looking for the gondola to be a solution for a broader part of the community who uses the canyon (not just resort skiers).</p> <p>Finally, I worry about the fact Big Cottonwood Canyon was not included in this study as traffic in one canyon impacts traffic in the other and its all part of the same wildlife ecosystem and watershed area.</p> <p>Dear Utah Department of Transportation,</p>	Heather Matheson	Website
5172	<p>I am a backcountry skier and hiker who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation throughout the year. I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a Cottonwood Heights resident living between Big and Little Cottonwood Canyons and a local year round user of this amazing resource I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mrs. Julie Daily</p>	Julie Daily	Email
5173	I support the enhanced bus system with no road widening, as I believe it is the best and most reasonable choice, and won't affect other activities in the canyon.	Ian McClane	Website
5174	Widening the road seems like a bad idea ,please consider gondola is a better option for nature and the beautiful Canyon	Greg Nay	Email
5175	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Micah Banks</p>	Micah Banks	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5176	<p>As a resident of Cottonwood Heights living in the Top of the World neighborhood, I'm extremely concerned with the proposals for Wasatch Boulevard. I am begging UDOT to reduce the speed limits on Wasatch for the safety of residents pedestrians, bicyclists as well as creating safe entry/ exit points for the neighborhoods. Each day it is a gamble entering and exiting to/from Wasatch and I fear the day that we are not so lucky. As a parent, my fears are further increased that one of these drivers coming at 50+ miles per hour will T-bone my car and the likelihood of my family coming out "okay" from the wreckage will be slim. Furthermore, the high speed increases road noise. It seems ridiculous that a couple of blocks down on Wasatch they have visual speed reduction measures (which also help reduce pollution by way of more plants and trees) as well as, if I remember correctly, a 35 MPH speed limit. Foothill Boulevard, another major thoroughfare, has a speed limit of 40 MPH. There is absolutely no reason for 50+ MPH speeds in a residential area and I hope that you will protect the public by reducing speed limits for the safety of all.</p> <p>It is also my sincere hope that you will limit the number of lanes installed on Wasatch to a maximum of three total (1 bus only, transitional lane) as we residents of Top of the World and surrounding neighborhoods have no desire to have an East side freeway in our yards, diminishing the peace of the areas that we worked so hard to invest in and move in to. Nor will increased lanes on this stretch of road reduce the traffic as every direction to which they lead end up as two lane roads, so ultimately, it will just create further bottle-necking and reduced ability of residents to enter/ exit their neighborhoods during high traffic periods. It will also increase pollution to the East bench as more cars are stuck idling on Wasatch Boulevard. This is NOT what we residents/ tax payers want for this beautiful area we call home. PLEASE respect and consider our desires, opinions and concerns and SAVE our land and keep the East bench beautiful for residents and tourists alike!</p> <p>Thank you</p>	Laurel Samuels	Website
5177	<p>I've been skiing LCC for 36 years and used to love it. The traffic and congestion is now so bad, we don't even consider a weekend--much less one w/pow. It's truly sad how poorly managed the situation has become and all of the proposals WILL NOT rectify the issue except for Gondola. It's a no brainer and will bring in much more revenue than it will cost. Right now, people can't even get to the resort half the time to spend their money. Please get it done!</p>	Patrick Duke	Website
5178	<p>It makes the most sense to introduce solutions incrementally, in the most cost effective way, with the least environmental impact. To me this means adding bus service, with improved parking at sites other than right at the canyon base (i.e.: 6200, 9400 and Highland, etc.), and additional buses, including express service to Alta. Adding a toll to go up LCC road, which could probably be done electronically, without requiring a stop, and possibly the ability to screen for the number of people in each car, with discounts for carpooling would also help. Let folks pay for what they get. If we start with those steps, then see if additional lanes are even needed. If enough people use the bus, overall traffic should be lessened. Building a gondola is insane. Despite cost estimate, there are likely to be cost overruns, people still need to take a bus to the gondola, and if you're going to improve bus service, why not just run the buses up the mountain. Thanks for keeping this plan sane.</p>	Phyllis Mandel	Website
5179	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry hiker & snowshoer who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions buses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry hikers & snowshoers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry hiker & snowshoer I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski & snowshoe (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>We NEED Year-around buses in both Little and Big Cottonwood canyons to help with congestion. Residences and workers may be allowed to drive in the canyon.</p> <p>Sincerely, Mr. Knick Knickerbocker</p>	Knick Knickerbocker	Email
5180	<p>I listened to the recording of one of the June 2020 town hall meetings and browsed the options on this website, so my comments are in relation to what I've learned through those avenues. As a longtime resident of Cottonwood Heights, living in a neighborhood off Wasatch, I have a number of interests and concerns related to this project. I will try to group my various comments in related categories since there are many issues being considered for this project.</p> <p>First, I'd like to comment on the portion of the project that relates to Wasatch Boulevard. My family commonly uses Wasatch to get to the freeway or to head towards Sandy/Draper. Over the past 15 or so years we have seen multiple "fixes" implemented on Wasatch. The ones that come to mind were near Fort Union and also the new T-intersection. While we all acknowledge that there is a traffic problem, our perception has been that past fixes lead to a lot of hassle and increased problems during a long construction period, with not much noticeable positive impact after the fact. I would want to make sure that any proposed future projects on Wasatch actually do address the problem and don't cause an overabundance of trouble in the meantime. Some other points related to Wasatch improvement are that I'd like to see bike safety prioritized (make sure there is an adequate lane for this purpose) and I'd also be concerned about being able to turn out of our neighborhood onto Wasatch if there were to be more lanes. We already have a lot of trouble making a left and I feel like with more lanes of traffic this would be nearly impossible. Would more traffic lights be involved?</p> <p>I like the idea of the gravel pit being repurposed for parking. I think that will be a good use of that space and can be served well as a hub area. I'm assuming buses for Big Cottonwood will also serve that lot?</p> <p>The overflow from trailhead parking is obviously ridiculous currently. I'm concerned that (depending on how large the improvements are and how they are used) completely barring roadside parking would restrict people from trails. Also, neither buses nor gondolas will be stopping at trailheads so personal vehicles will still need to have access if they are using the canyon for other purposes. While I highly endorse carpooling, restricting single occupant vehicles will not allow for solo hikers that live in the community.</p> <p>I would like to see more encouragement for people to use the buses and to make it convenient for them as well. Overall my major concerns are environmental impact, sustainability of the chosen alternative, and how it affects the users. I haven't seen much information on how each alternative affects the wildlife or the land itself and would have liked to have that in order to have an informed opinion on the options. I'm worried that the gondola option seems attractive to people as something fun and a touristic novelty, but I don't think that that should be a major focus. I'm worried that a gondola will mar the natural environments of our canyons and we will be forced to view more manmade structures encroaching on our open spaces. The gondola option also would not address other issues related to the road. I'm intrigued by the widening of the road option as it would address multiple issues - traffic flow, increased bus service, and allow a safer option for bikers/pedestrians in the summer (the current shoulders make me nervous).</p>	Alyssa Meredith	Website
5181	I have been a backcountry skier for 25 years and I have seen a huge jump in utilization. Eliminating the roadside parking will not accommodate the new volumes	Keith Roberts	Website
5182	Gondola options should be studied for transportation in Little Cottonwood Canyon.	Sarah Alley	Website
5183	The gondola is much better option - less cars in the canyon.	Ivan Divliansky	Website
5184	Please look into limiting the number of cars. I think a train/tram is the best option. It could follow the road and pick up from the old shopko parking lot	ERICA LENGVASKY	Website
5185	I think the gondola would be the best resolution	Ian May	Website
5186	Get the cars off the road! Gondola great idea.	jo signor	Website
5187	Third lane that flexes both ways with traffic	Ashley O'Brien	Website
5188	Please do this for our air!	Lisa Signor	Website
5189	I would like to support the gondola	Sviatlana Lukashenia	Website
5190	Please use a gondola and or Tram only option for day pass skiers and a Pass for residents/people staying at the resorts can still drive. It will help cut the traffic at least in half. But I urge that spring, summer, and fall the roads are open to all. But honestly it would need to be free or Really cheap because skiing is already so expensive.	Elen McCluskey	Website
5191	ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LA	susan Johnsen	Website
5192	<p>In the presentation information one of the main goals is to reduce traffic in the canyons. All 3 options presented will NOT reduce traffic in the canyon. The only way to reduce traffic in the canyons is start by restricting cars and force people to use the buses. Here are a couple ideas</p> <ol style="list-style-type: none"> 1. Monitor the entrances to the canyons and not allow cars that don't have the correct tires or 4 wheel drive. 2. Create an app that indicates what is allowed up the canyon. So on a weekday with very little traffic expected all cars would be allowed up the canyon. Busy weekends / holidays require all cars to have a min of 3 occupants. Huge powder days only allow cars with 4 or more people. Also start requiring ski resorts to charge for parking. This will force people to use buses. 3. do not allow street side parking near the resorts. This has to be studied closely with backcountry skiing trail heads and where they can park. top of SR210 and solitude are very popular TH. Buses would not be able to service backcountry skiing because of the early hours they go up and the many TH locations. <p>Widening of Wasatch Blvd will not help with traffic, all it will do it create a 5 lane parking lot when the traffic is busy. You need to keep traffic away from the mouth of the canyons. So providing the mobility hubs at the gravel pit and 9400 south so they could access the buses would significantly pull traffic from wasatch blvd. Outside the bus 15 days a year for skiing wasatch blvd is not that congested. I would lower the speed limit to 40 mph to allow cars entering at the intersections.</p> <p>The Gondola is an idea that will only look good on a brochure. Skiers would not want to take 3 transfers and take 65 min. to get to the resorts especially if they have 3 or 4 kids in tow. On a busy powder day the parking will fill up super early in the day then the rest of the traffic will be on the road again. The gondola might reduce 20% of canyon traffic on a busy day, but that would only be 10-15 days a year. The rest of the days the gondola would see little use. In doing some research it is very interesting how the gondola idea is being pushed by some developers who happen to own adjacent property to the gondola. These developers also have been former politicians. Looks like another case of developers / politician making money off another taxpayer funded project. And this tax payer funded project happen to be next to property owned by developer / politician.</p> <p>At the end the only solution that will have a noticeable difference in reducing traffic will be to restrict the amount of cars up the canyon and start requiring skiers to ride the bus. Maybe start requiring buses only on powder days.</p>	jason gabler	Website
5193	I would like to give support to the gondola plus La Caille Base Station option studied. Ideally as the best option for future growth of the moving more people to the hills. thank you Rick Sittler	Rick Sittler	Website
5194	I fully support the gondola plan for better access. Gondolas are an emerging technology for mass transit that is perfect for the application.	John Lillquist	Website
5195	I support the UDOT gondola option PLUS the proposed LA CAILLE BASE STATION. We don't need more automobile traffic going up the canyon. We need far less to minimize environmental impact. And the gondola would allow skiers to reach the resorts on days with heavy snowfall.	Rich Zito	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5196	<p>To whom it may concern,</p> <p>I strongly support the Enhanced bus with no additional roadway capacity in LCC. This offers the most immediate and frugal solution to the LCC transportation challenge. Importantly, it offers the least disruption to the environment of LCC and the tri canyon base areas. As the expanded LCC bus service develops it can be incorporated into a broader Wasatch front transportation plan. I strongly urge UDOT to use a market incentives such as surge parking pricing to reduce the reliance on personal vehicles in the Cottonwood Canyons and encourage public transportation use.</p> <p>I ask that the LCC transportation issues be considered not in isolation but in combination with the challenges for Big Cottonwood Canyon. The narrow approach taken by UDOT does not serve well the interest of all citizens and visitors.</p> <p>Dugg Hannon</p>	Dugg & Ann Marie Hannon	Email
5197	<p>I for all time emailed this weblog post page to all my friends, for the reason that if like to read it afterward my friends will too.</p> <p>Dear Utah Department of Transportation,</p>	Julian Akehurst	Website
5198	<p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Dr. Matthew parsons</p>	Matthew Parsons	Email
5199	I strongly oppose widening Wasatch Blvd to accommodate the ski industry/tax revenue for the state of Utah. Our neighborhood deserves to be heard and respected. We DO NOT want widening of Wasatch Blvd.	MaryEllen Johnson	Website
5200	I support the gondola/base station option.	Rob Dugan	Website
5201	I support the Gondola Plus option with the LaCaille Base station. It seems like the most forward thinking and makes the most sense for love that we all have for the canyons and the growth we are currently and will continue to experience on the Wasatch Front.	Laura Hadley	Website
5202	July 8, 2020 Thanks for posting the study. The EIS and traffic congestion/mobility problem is complicated as you know. I believe if the intent is to protect the environment, then eliminate all vehicular traffic. If the goal is to eliminate congestion and improve mobility, build snow sheds first, improve bus frequencies and numbers next, and build the gondola at the same time. These three Alternatives are not mutually exclusive. You must think bigger than widening a road to solve congestion. And you should place some of the financial responsibility upon the ski areas and resorts, for they benefit from the customer/skier/boarder being at their respective resorts/hotels. Good luck, think big and think next about revenue sources for these projects.	Paul Runyon	Website
5203	Having lived near this canyon, skiing it for years, and now a regular visitor, I believe the Gondola is the best option here. While it would affect the overall appearance of the canyon, the sheer volume of traffic even in the summer is out of control.	Jeff Schuster	Website
5204	<p>Dear Utah Department of Transportation,</p> <p>I am a skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms Lina Farra</p>	Lina Farra	Email
5205	Please build a gondola. Enough of the cars. Utah deserves it.	David Crough	Website
5206	<p>Dear Utah Department of Transportation,</p> <p>Just wanted to let you know I have virtually no hope you individually and collectively will make sound decisions. You've failed miserably this far. Worst of all, you could've done well.</p>	Erik Krause	Email
5207	My preference would be to have the gondola put into place. It seems like the best option for convenience, minimal impact to widening the road, less emissions from buses, it runs more frequently, and it seems to be cost effective.	Emily Jarvie	Website
5208	I am in favor of the gondola station plan due to the least environmental impact and can open faster after avalanche control has been done, before roads can open due to snow removal.	Emily Kemker	Website
5209	As a member of the climbing community, I think the most environmentally sustainable option for transport in LCC would be the Enhanced Bus Alternative. I believe this for two main reasons (the first arguing against the gondola, and the second against the PPSL); a gondola would defeat the purpose of visiting natural and wildlife abundant canyon and would be visually unappealing, and a major widening of the roads to allow for a shoulder lane could cause a long term environmentally harmful impact in LCC. For many of those visiting the Wasatch area, the canyons are the highlight of their trip and provide them with an opportunity to experience the thrill of an outdoor adventure away from the crowds. Additionally, although adding a gondola could reduce carbon emissions and solve the parking problem, it would give the canyon an unappealing look and would require damage to the environment to be built; many Utah residents would agree that this would greatly override the natural breathtaking beauty and wildlife of Little Cottonwood Canyon. Finally, in order to widen roads a considerable amount of wildlife would need to be damaged and would not solve the parking problem; it would only increase the car traffic which would lead to more air pollution long term.	Sofia Del Fiol	Website
5210	The turn out from Prospector to Wasatch is DANGEROUS. Numerous accidents from people turning left onto Wasatch to people N/B That miss the turn in the road. This is very dangerous, they miss the turn and go into the median and hit vehicle parked on Prospector. You need to close that intersection and burn the curve in the road.	Cory Isaac	Website
5211	Hey I love to boulder in little cottonwood canyon and I'm concerned about the boulders with the new options available. I believe that increasing shuttles would be the best option for the environment in little cottonwood canyon	Adam Hansen	Website
5212	I've been a backcountry and resort skier in the cottonwoods for 25 years and totally support the "ENHANCED BUS WITH ROADWAY WIDENING" approach including large parking structures at the base of the Canyons. No gondola please!	john kozlosky	Website
5213	I have a strong preference towards the enhanced bus option. An extra lane would significantly impact parking and climbing areas. A gondola would be a huge impact to the area and its beauty. The gondola would only benefit a single user group (resort skiing). Is there enough extra capacity at resorts to even warrant sending more people up the canyon? Seems to me like the lift lines are already overrun.	Jesse Kenyon	Website
5214	Hello my name is gabe schwartz I live in the salt lake area and little cottonwood is absolutely my favorite place in the valley. I spend most of my time Bouldering in the canyon (bouldering is the act of doing short rock climbs on smaller rocks) And I've been looking at your plans To build a gondola through the canyon. And it appears that you are building it straight through a lot of the main bouldering spots. I would really appreciate not having my favorite thing on the planet destroyed. Thank you so much.	Gabe Schwartz	Website
5215	I support the gondola option.	Steve Bounous	Website
5216	<p>I feel like the gondola would be safest way to get people up the canyon during road closures and widening the road will help with traffic. Widening the road also seems necessary for once it's open so one slow car doesn't back it up.</p> <p>I support the option for the Gondola. However the changes I would like to make are that it has a transportation hub at the base of the canyon where people can park without having to bus transport. I also think that the gondola needs to be set up similar to Telluride and Mountain Village's set up with a minimum of 8 people per car with lots of cars.</p> <p>https://townofmountainvillage.com/explore/getting-around/gondola-chondola/</p>	Matt Chirico	Website
5217	<p>I believe that there also needs to be locker space available for season pass holders at Alta and Snowbird. This will keep congestion down on the gondola and allow season pass holders to more conveniently use the transportation.</p> <p>If this goes into place then I think that the road should be limited to residents, emergency vehicles, bus traffic, and essential employees. Otherwise everyone else should be sent to the gondola. Which must be quick!!!!</p> <p>I also think that serious consideration should be given to who will evacuate the gondola and what kind of effect it will have on the Alta and Snowbird patrols as well as UDOT crews.</p>	Dave Kelly	Website
5218	I think the combination of a Gondola and improved/increased bus transportation is the way to go. Along with not allowing cars up canyon, unless they work, live, or have a reason to have access. The problem is the parking and traffic, a larger road will just allow for even more cars to go up a canyon where they won't have a place to park. Building a beautiful Gondola and improving bus transportation while limited the number of cars up the canyon will significantly help our transportation issue. Gondola is my first choice, improved buses (possibly a strictly cottonwood bus transportation system that goes up both big and little cottonwood canyon & is built more efficiently for snow, is another idea)	Ginny Cunningham	Website
5219	I support the Gondola Plus La Caille Base Station! My husband and I would actually use that if there was parking at the base. If we had to park and take a bus to get on, we would not be as likely to use it. We also wouldn't use the bus, even if there were increased buses. The gondola would be a pleasant ride to enjoy.	Shannon Williamson	Website
5220	I support the enhanced bus schedule for the proposed increase in transportation. That canyon would be drastically affected by a gondola or a third lane	Casey Elliott	Website
5221	Organized carpooling seems to be a good alternative.	Marilynn Madsen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5222	Gondola or road widening initiatives are terribly unsustainable. You have to see that the expansion of development in the canyon will only delay canyon congestion for a few years at best. Worse is the environmental impact. What we need to do is change behavior by incentivizing public transit. Enhanced bus service needs to be the first move.	Brett McWilliams	Website
5223	In the late 1980's the consulting firm WKRP (Webster Mobley Research and Planning was awarded a federal UMTA grant administered by Mountainlands Assn. of Governments of which I was a principal investigator and author. A significant portion of UDOT's ongoing considerations and alternative transportation options were contained in our study. As I have not been subsequently contacted by UDOT I'm unaware of the extent that my work has been considered but am available to augment this assessment.	James Webster	Website
5224	Please widen the road and increase bus services. (Option #2) Dear Utah Department of Transportation,	Troy Dubock	Website
5225	I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Miss Mallory Colby	Mallory Colby	Email
5226	Gondola!!!	Julie Steinmetz	Website
5227	I think there are already too many cars in the canyon. A gondola would be a great way to reduce traffic and would lead to more usage of lodging in and around the city.	Jeremy Bonin	Website
5228	I am wondering if the enhanced bus with road widening option would include a dedicated bus lane down the canyon as well as up. If it doesn't I'm not sure it's worth the extra money and environmental impact. The toll and/or price to park will need to be pretty high for there to be an incentive to take transit. The buses need to run later and allow some overnight parking at the mobility hubs for many employees to be able to use the service. Hopefully there would be some sort of annual pass for those of us that can't ride the bus and drive up alone if not. I think it is short sighted to not be thinking about summer bus service and an incentive to use it like stops at popular trailheads. Summers are very busy and getting busier every year. I think bikes should be allowed on the bus too. I don't think the gondola is the answer. The transfer is impractical and limiting for future summer trailhead stops. It should not be promoted for tourism. Ski resorts need to think about lockers too or many people won't ride the bus.	Sarah McCloskey	Website
5229	A gondola would be dope, but the damage it would do to the canyon would be devastating. I am in support of building upon our bus shuttle system, and expanding the road for that purpose. But above all, add a toll on the road, and make the fee meaningful. Don't put the toll at the mouth of the canyon, but put it up toward the resorts. Waive the fee if you use the bus. Make people actually engage with the bus system	Grant Miller	Website
5230	I support additional busses with or without widening the road. I do not support a gondola in LCC Dear Utah Department of Transportation,	Stephanie Sheedy	Website
5231	I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Mr. Bret Backman	Bret Backman	Email
5232	Dear Utah Department of Transportation, I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Mr. Robert Prentice	Robert Prentice	Email
5233	I favor both bus options, with a slight preference for the option that includes widening the roadway. Both options are faster and allow for an easier, more direct trip up and down the canyon. Furthermore, the widened road may provide some advantages during the summer months, which are also seeing increased traffic and limited parking options. Conversely, I strongly oppose the gondola option. A 63-minute trip each way is simply too long. And that 63 minutes does not include any delays or slowing of the lines for weather, which seem likely during the winter or when snow and wind are certain to occur. Nor does the 63 minutes account for time in line waiting for a gondola, which will likely be significant during peak hours. Furthermore, the idea of sitting in a relatively small enclosed space with several strangers for over an hour with no person of authority in the gondola strikes me as problematic on several levels. What is to stop someone from lighting a cigarette or a joint? Who will be there to address a passenger who gets ill or who brings alcohol on the ride and consumes too much. That long of a gondola ride is fraught with problems. If Snowbird is so opposed to the bus options, maybe the real answer is for them to place a limit on daily ticket sales like resorts in other states have begun to do when traffic exceeds road capacity.	Jordan Miller	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5234	<p>July 8, 2020</p> <p>Utah Department of Transportation Little Cottonwood Canyon Draft Transportation Alternatives Environmental Impact Statement, June 2020</p> <p>This letter is in response for comments regarding the Draft Transportation Alternatives 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 .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 that the three proposed draft alternatives all involve use of mass transportation. I favor the Enhances Bus – No Additional Roadway Capacity alternative. This alternative will probably have less environmental impact compared to the other alternatives. Also the capital cost estimate for the Enhanced Bus –No Additional Roadway Capacity alternative is lower compared to the other two alternatives. I am concerned that the Enhanced Bus –With Roadway widening alternative could have harmful environmental impacts because of the extensive construction activity need to widen the Little Cottonwood Canyon road. I have similar concerns with the gondola alternative. It is important that the watershed quality of Little Cottonwood Canyon be protected since water from Little Cottonwood is an important source of culinary water for the Salt Lake Valley. Construction projects can cause soil erosion. Hopefully, the next phase of the planning process will accurately evaluate the environmental impact of all three alternatives. It is good that all three alternatives recognize the need for a large transit hubs in the Salt Lake Valley.</p> <p>It is disappointing all three alternatives appear to show bus or gondola stops only at Snowbird and Alta. Any Little Cottonwood Canyon transit improvement project should include stops at popular trailheads such as White Pine/Red Pine, and Lisa Falls. The strong popularity of hiking, snowshoeing and backcountry skiing support the need for transit stops at the trailheads. I understand that it would be logistically difficult and very costly to construct gondola stops at the trailheads. That is another reason to support the bus transit alternatives. In addition, it is important that improved transit projects operate all year round and not only in the winter. I also think that the transits improvement programs should include regulations that will restrict or at least deter private motor vehicle travel in Little Cottonwood Canyon for recreational purposes.</p> <p>Thank you for your efforts to improve transportation in Little Cottonwood Canyon. Thank you for considering these comments.</p> <p>Respectfully</p> <p>David M. Andrenyak</p>	David Andrenyak	Website/Email
5235	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Hunter Klingensmith</p>	Hunter Klingensmith	Email
5236	<p>The proposed gondola idea will be detrimental to the scenery and recreation in the canyon. If the state opted to put the enormous amount of money a gondola would cost to additional lane space and busing, they would have a much larger effect of getting consumer's to the ski resorts. ALSO, the gondola would only allow for people to get to one end or the other of the canyon. What about all the Trailheads, recreation and climbing areas in between. This would have no benefit to those users. I'm all for fixing the congestion issue, as I ski dozens of times per year in the canyon... BUT PLEASE DO NOT BUILD A GONDOLA! Ineffective, costly and damaging to our incredible views and resources.</p>	Mike Hale	Website
5237	<p>I am against the gondola at this point in time.</p> <p>It may be the correct decision but we have to try other smaller projects before we gut the canyon. More buses!!!!!! Even an uphill / downhill traffic time to reduce congestion. Toll the canyon, I am a pass holder and would rather pay to enter the canyon then jump into a gondola right off the bat.</p> <p>A system that would have a persons car inspected for the canyon on 4x4 days that had something to signify it had been inspected and passed to enter the canyon on these days. Maybe a unique light that canyon goers can put on their windshield provided by UDOT while cops are thoroughly checking tires they can see who has an already inspected and can easily pass into the canyon. All it takes is one car to get into the canyon that shouldn't be on those weather days to screw the entire canyon up. Make it hard to get those passes. Keep up the good working inspecting tires and cars getting into the canyon!</p> <p>I think there are many smaller projects to try before we jump into a gondola and destroy the scenery of the beautiful canyon</p>	brett wanek	Website
5238	<p>I support and agree with the gondola works project. This would not only help save our canyon from all the car traffic and pollution but also addresses the long term. We are only going to grow. We need to be able to support this growth. Thank you.</p>	Jenivere Stotesbery	Website
5239	<p>Dear Udot, I think that increasing the bus presence and keeping the road the same width is the best way to go about managing the traffic for Little cottonwood canyon, as well as adding a substantial toll to single-occupant vehicles to help convince people to ride the bus. The bus option gives backcountry skiers more options than the gondola.</p> <p>My second choice is the gondola. Although the gondola sounds like a cool idea, I don't see it being as economical as well as it isn't as convenient because one would still need to ride a bus to the pick-up location as well as it only covers 1/3rd of the current traffic going up the canyon so it doesn't seem like the right choice for the future traffic increase.</p> <p>The best locations for the parking areas seem to be at 9400 south as well as the gravel pit. I fully support these areas. I think we should consider a parking structure at the current parking lots to see if that would decrease the cost of the project. A parking structure would be very nice because it would require less plowing and upkeep than a large flat parking lot while taking up less space. I would recommend that the parking garage has multiple exits to keep traffic inside flowing smoothly</p> <p>Hope this helps!</p> <p>Thanks, David Maack</p>	David Maack	Website
5240	<p>I support the increased bus service option because it is least destructive and will be least expensive total cost for decades</p> <p>Dear UDOT & associated Stakeholders, A few months ago I was a public commenter who had suggested looking into a gondola as part of the solution to transportation in Little Cottonwood Canyon (LCC). After reviewing your executive summary and some of the reports, I now find myself in opposition to the gondola. I urge UDOT to proceed with planning for an enhanced bus route with no road widening in the canyon—I am particularly in support of concept B1. It is the most cost effective option that also will transport the greatest amount of people during peak hours. It will also decrease vehicle pollution by not accommodating for continued private vehicle use with a new bus lane. Watershed health is a priority for all of us and should not be sacrificed at any cost. Concept B1 could be made great with further refinement.</p>	Andrew Verge	Website
5241	<p>I appreciate the locations UDOT reviewed for mobility hubs. There are many great suggestions and ideally each of the convenient access locations should be designated as a mobility hub. My experience at any parking lot to get up either canyon in the past few winters has been dismal—it'd be much better to have numerous options in the valley close to rather than only the few crowded ones on/ near Wastach Blvd. I am however seriously concerned with the lack of mobility hubs that would serve transit users further north and west. Each of the reviewed alternatives is quite a drive from any residence in Salt Lake City, any residence in proximity to State St. other than neighborhoods near Fashion Place, and especially any residence west of I-15. I strongly urge UDOT to develop a mobility hub proposal that would serve residents and visitors of the west side of the valley. This is not only an proximity issue that impacts folks who don't live by the proposed mobility hubs. Most of Salt Lake County's residents of color, and low-income residents who would most benefit from year-round transit access to LCC live west of I-15. Seriously considering transit hubs alternatives in Midvale, West Valley, and West or South Jordan will overall decrease traffic in already congested regions and could serve to improve racial and economic equity in canyon enjoyment.</p> <p>I am opposed to the gondola alternative for a few reasons—first, it's deficiency in loading/ unloading stops. A gondola that would serve the public would stop at popular backcountry ski access points, hiking trailheads, the campground, important rock climbing areas, and other areas that serve public recreational use. The proposed gondola alternative only serves ski resort users; that is a major deficiency in public service. It only serves one kind of canyon user during one season of the year. Our transportation solution should serve all people who enjoy LCC in various ways, including outside of the ski season. Enhanced busses would better serve people's ability to access several spots in the canyon as the time of year changes where and how people enjoy LCC.</p> <p>Thank you—I am looking forward to my many years ahead enjoying LCC hiking, picnicking, and backcountry skiing via bus for my many years to come!</p>	Olivia Juarez	Website
5242	<p>I forgot something in my previous comment. I'm not convinced that a struggling driver or traffic accident wouldn't affect the dedicated bus lane which seems dangerous and unproductive.</p> <p>I fully support the gondola plus La Caille base station for Little Cottonwood canyon. Not only would it provide parking at the base but it would also transport more people. I hope that this is the decision made for what will be done in Little Cottonwood canyon to lessen the traffic.</p>	Sarah McCloskey	Website
5243	<p>Best, Nick Simpson</p>	Nick Simpson	Website
5244	<p>Please create the gondola from La Caille. It's the best solution</p>	Jennifer Coppersmith	Website
5245	<p>I support the gondola with the base station bring located near La Caille. This best fits my desire for the future of Little Cottonwood Canyon use</p>	Brad Hunter	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5246	I believe the Gondola is the best option to reduce winter traffic in LCC. I had the option to take the UTA busses this winter and did not because it would double my travel time to Alta. Increasing busses is a good second option if there were a bus that went straight to Alta instead of stopping at Snowbird first. Busses are another great option during the busy summer season around Oktoberfest. However, increasing bus service does not guarantee more people will use that service. If there is adequate parking and public transportation to the gondola station at the base then I believe traffic would be greatly reduced. However, I need more information on the impact of climbing and bouldering areas in LCC before fully committing to the gondola proposal.	Siani Weston	Website
5247	I am a local cottonwood heights resident, I am all for the gondola, specifically the la caille base terminal and parking structure.	Adam Imbriglio	Website
5248	I would love to see the enhanced bus alternative with NO road widening. Many of us access the lower part of the canyon throughout the entire year, and other options will significantly impact that access. Please consider ALL user groups, not just skiers.	Dana Steck	Website
5249	Gondola with La Caille base station please. Don't pave little cottonwood.	Audrey Hunter	Website
5250	Absolutely!! No Brainer!!	Cindy Galli	Website
5251	I am a resident of Alta and registered voter. I oppose the gondola transportation. It will severely impact the esthetics of a beautiful canyon.	Barbara Jordan	Website
5252	For Little Cottonwood Canyon. I'd like to suggest the Peak Period Shoulder Lane Alternative. I feel this would be a great way to service both the Summer and Winter Traffic. Summer time, allow more parking on the side of the road for White and Red Pine parking areas, plus allow bicyclist the extra room they need to bike safely. Winter time, it would provide the bus routes to allow more buses to get people up the mountain and hopefully relieve the traffic congestion.	Krista Olson	Website
5253	I'm a semi professional skier moving to Utah in the fall. I plan to stay in the area for years to come as I grow my skiing career. I have thought a lot about this project recently, knowing that it could impact me greatly in the future. I have decided that the best option is the gondola. It creates a safe way to get up and down the canyon that people can count on. It would save athletes and employees a lot of stress and time. It would create a money making tourist attraction. And it is the best option for the environment. Thank you, Addy J	Addy Jacobsend	Website
5254	While none of these seem like great options, increasing bus service with no lane expansion is clearly the worst. This would solve no problems at all and is a complete waste of everyone's time. This regressive option provides no incentive to get people on buses. Adding another lane is a better option since buses could at least move faster than the general traffic and there would be some incentive to ride it. Unfortunately, for people like myself, with small children, it would solve none of our problems. The idea of a dedicated bicycle lane going up the canyon in the summer is quite appealing and would add some much needed safe riding options. The gondola sounds great on the surface, but when I read the details, is quite disappointing. If we can't figure out a way to have large-scale parking at the gondola loading point, it would never work. To have to take a bus to get to a gondola load is a difficult and time intensive proposition. Not to mention, buses will most likely sit in traffic getting to the load point. In my opinion the gondola should be promoted, but only if large scale parking can be done at the loading point. Also, it will obviously make sense to widen Wasatch Blvd to deal with increased traffic. However, if the road is widened and speed limits are increased, bicycle and pedestrian safety must be addressed. A dedicated and separated bike lane is an absolute essential for that area. Its already very dangerous to ride and should have safety improvements as it is. Now is the time to make sure this happens.	Stephen Sorweid	Website
5255	A gondola would be overall the best solution. Truly, if you could connect, Big & Little cottonwood and PC resorts via a gondola system (similar to light rail) it would truly be the ideal situation. Or build light rail to the base of each canyon, and then gondolas up canyon.	Will Kieffer	Website
5256	If people wish to drive (namely families), charge a toll or year round pass fee similar to Millcreek Canyon. Gondola is the way to go and I am in full support of recommendations made by Nathan Rafferty and Ski Utah.	Darius Moezzi	Website
5257	I have submitted comments on several occasions since the Mountain Accord days. I was a part of a team of volunteer surveyors during the data collection for Mountain Accord. I spent hours and days talking with people about what they valued most about living in Utah and what their hopes were for the Wasatch front in the future. The surveys were quite lengthy and detailed, but most people were happy to share their opinions. Without exception, people were concerned with protecting the natural wilderness remaining in the Wasatch, making transportation to and from the canyons both affordable and convenient. People did not want to see further real estate development in any of the canyons. I think it would be wise for decision makers to study those survey answers carefully and heed the messages of the people. I have reviewed the current EIS and I cannot see how it addresses the 4 season access needs of the public who would not benefit from buses and would still need to drive automobiles to hiking and backcountry skiing access. Those with plenty of financial resources will always find ways to access natural resources for their enjoyment. Questions: 1. Why is the study only looking at transportation issues for LCC as this is only one part of the congestion. 2. Hikers, bicyclists and backcountry skiers need transportation access to trails. How will they be able to access trails under any of these plans? 3. Have any of the solutions offered considered a yearly recreation fee that is affordable and would allow access to trails along the Wasatch front? I have filled out surveys about the Wasatch several times in the past. For many of us who live in SLC, the overwhelming reason we have chosen SLC to live is the easy access to wilderness areas while having the benefit of an urban area for culture, education and health care. There is no way that I and many like myself would choose to stay in Utah if these wilderness areas are whittled away by development and prices only the wealthy can afford. I am a downhill skier, a hiker, bicyclist, cross country skier, runner and environmentalist. I love all of these activities. I say today and I have said it many times before, I would give up alpine skiing in a heartbeat if needed to preserve the beauty and wilderness qualities so many cherish here in Utah. I am not alone in this sentiment. Once these wild places are gone, they won't be back and what a shame that would be when we have such a national treasure! There are other plans out there, including one developed by Save Our Canyons, that are comprehensive and offer solutions that do not degrade and destroy the environment and are much less costly than any presented as part of the EIS. These should be considered seriously because from I can tell, they more accurately represent the will of the people. Thank-you. Beth Allen Millcreek, Utah	Beth Allen	Website
5258	I use public transportation as much as possible, not because it is faster or more convenient, but because I feel it is the responsible thing to do. Many of my friends do not use public transportation in the canyons (even when covered in cost of ski pass!) because it takes longer, it is uncomfortable trying to manage skis, find seating and gaps in ski bus coverage where they have to wait for unacceptable amounts of time to return to the valley. We need to incentivise ways to get people out of their cars and on to public transportation, not make accommodations to bring more cars into the canyons!	Jolie Iacobelli	Website
5259	3 Wasatch Blvd is already a parking lot on powder days, let's widen it between the canyons and make it a parking lot, add busses, add busses, add busses. Dear Utah Department of Transportation,	Kevin Davis	Website
5260	I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.	Jeremy Alpenglow	Email
5261	As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Jeremy Alpenglow	Emilee Tanner	Website
5262	Of the three options, I support the gondola LaCaille Base station option. I would like to preserve the view shed. I think the gondola idea is fantastic. Less expensive than road widening and an attraction in and of itself. It seems so, strange, to be considering so unique an option. Road widening seems to be everyone's go-to regardless of the consequences in the US. The gondola is not new technology and so is well established and understood in the alpine world; it would be amazing. Letting snow tourists go straight to the resorts could clear the road for those who wish to stop along the way. In the summer it could be it's own attraction as well, focusing the tourists into the established resort properties. Be bold. Utah is already on the map, but this will give it a larger name still.	Jordan Hamann	Website
5263	I am in favor of the gondola with the La'Caille base station. Please do NOT make this canyon a toll road! Preserve this beautiful canyon and the freedom to take an evening drive up the canyon.	Ed Tanner	Website
5264	Widening the roadways will take away from the natural feature that attracts tourists and further contribute to water reservoir contamination. Alternative modalities such as a light-rain or the gondola should be pushed forward. Learn from other communities that have been challenged with these same problems.	Eric Goldstein	Website
5265	I live in the Golden Hills area east of Wasatch Blvd. between Big and Little Cottonwood Canyons. I moved to this neighborhood in 26 years ago. I used to be able to pull my children in small wagons on the side of Wasatch Blvd. from Golden Hills Ave to the horse stables that used to be located on the west side of the road a hundred yards south of the fire station. We moved to this part of the valley for its natural beauty and rural feel. The fact that, on occasion, ski traffic packs Wasatch Blvd. between the two canyons is no reason to destroy the rural nature of our residential area. It is completely illogical to build an expressway between Big and Little Cottonwood Canyons when there is no way to get that traffic up the mountain any faster once travelers reach the mouth of the canyon. There needs to be a mass transit alternative in place before any thought is given to turning our section of Wasatch Blvd. into a high-speed expressway. If anything, we should be slowing down traffic on this section of Wasatch, not speeding it up. Over the past twenty-five years, traffic volume has not increased to the point where it's a problem for us. But vehicles driving down that stretch of Wasatch at 80 MPH has created a significant safety issue and contributed to sound pollution from racing engines on cars and motorcycles. Please slow traffic down and enhance our two-lane road with nice bike lanes. Do not destroy the rural feel of this neighborhood with a five-lane expressway simply to appease the occasional skier and the deep pockets of the ski resorts. Thank you for your consideration.	Paul Bruno	Website
5266	I believe that the best choice is the gondola. It costs less than the enhanced busing with road widening and would be just as efficient. I understand that some would think the gondola would be a big change, but I see it as an opportunity to write a new chapter of the history of Little Cottonwood Canyon. This would set an example of how to deal with tremendous traffic congestion while also reducing the harmful emissions.	Brock VandenBerge	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5267	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Drew Crawford</p>	Drew Crawford	Email
5268	<p>Thanks for taking the time to review the thoughts from the public.</p> <p>I'm not a fan of any of the proposed options, but I would put Enhanced Bus with road widening as the best option of the three.</p> <p>The idea of having people park away from the canyon, take a bus to the gondola and then ride the gondola up the canyon is crazy. One of the many reasons that people ski little cottonwood is its proximity to home and ease of access. Adding more time to that process in addition taking away the idea of using a car as a "locker" in a parking lot at the base of Alta or Snowbird just won't motivate enough locals to make it worth it.</p> <p>IF a gondola is going to be used, there needs to be sufficient parking at the base gondola station. Like a lot of stalls. (If I understand it properly, that's what Alta is proposing.) Additionally having to transfer gondola's at Snowbird to get to Alta seems silly. Certainly there's got to be a way to let people at least stay in the gondola even if it means slowing down at Snowbird.</p> <p>What doesn't seem to be taken into account is the hassle of skiing with a family. It's one thing to deal with all of your own gear, but to get kids and gear and food on and off a bus, then on and off a gondola and then on and off another gondola (to get to Alta) PLUS having to pay for a locker once there - I'll just take my chances with driving and being stuck in traffic. Except for the few worst days where avalanches close the road, I'd rather spend the extra 40 minutes in bumper to bumper traffic because everything I need is there in my car.</p> <p>Because of this, I would also look at these options:</p> <ol style="list-style-type: none"> 1. Give family and/or carpool access to bus lanes (let's say it's 3 or more people per car). 2. Increase family and/or carpool parking options at resorts 3. Give priority access to at-resort parking for locals 4. Have resorts offer free day lockers (the lockable kind) for those using public transportation (and build appropriate access for these) 5. Issue snow tire preapproval passes for those prepared to enter the canyon (with the right gear) to speed the process of getting up the canyon. Even giving them a priority lane so they can skip the inspection process. <p>With all of that being said, here's my preferred solution...</p> <p>If I were running the show and didn't have to deal with any stakeholders, here's what I would consider:</p> <p>Widen BIG Cottonwood Canyon's road to be 4 lanes plus bus lanes and then put a parking structure and gondola station at or near Brighton. Take the Gondola up and over to Alta. Initially, the gondola would truly go up, over and down, but I'd leave room at the top for a mid-station for future development by Alta, Brighton or Solitude.</p> <p>This would mean that UTA could focus all of their bus offerings in just one canyon instead of both. Because the future of ski areas consolidating and merging seems to be inevitable, the cottonwood resorts will probably be together in one way or another anyway. They basically already are with the ikon pass and that doesn't seem to be changing any time soon.</p> <p>The road in LCC would also still get key snowsheds so that plows no longer have to spend so much effort in keeping those clear and avalanches can run their natural course with little effect on traffic. Locals and families can use LCC and visitors and singles can use BCC. Everybody wins.</p>	Holland Newton	Website
5269	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr Philip Johnson</p>	Philip Johnson	Email
5270	I am curious to find out what blog system you are utilizing? I'm having some minor security issues with my latest blog and I would like to find something more safeguarded. Do you have any recommendations?	Aidan Coungeau	Website
5271	I worked as a ski instructor/guide at Snowbird from 1972 until 2009. Since my retirement, I have continued to ski 60 to 90 days. I like to drive up, but in the last few years, that's been impossible. I truly believe a gondola is the answer. I will ride it every day, as long as it runs on a convenient schedule. (5 am to 1 am would be good. The transport gondola at Telluride runs 24 hours).	Robin Beasley	Website
5272	I support the building of a gondola. The gondola has been successful in Europe in transporting people and would be here in Little Cottonwood Canyon. Pollution would be reduced and the amount of vehicles going up and down the canyon. Adding more busses means, quite frankly, adding increased pollution which is harmful to the wildlife and community at large. Long term sighted goals that cost more is the best choice. I have been stuck in the canyon many times because of avalanches and snow removal. Even if you widen the road and build snow sheds, nothing has been done to reduce the amount of vehicles entering the canyon. I have two time shares at Iron Blossom since 1978 and have seen increased traffic flow over the decades. People love riding the tram at Snowbird and they would love the gondolas, too. Reduce congestion, stoppages of traffic, and really protect our environment by building the gondolas. Let's be ready for the continued increase of year round traffic with the gondola! The costs will be much more in the long run if you don't start the gondola now. Widening the road probably will happen too in the future but the gondola will attract visitors year round and provide a safer experience.	Michael Stone	Website
5273	I've always thought that a monorail system that connects to tracks or starts at south town mall. Up to to snowbird to park city and down big cottonwood to the airport makes a ton of sense.	Mike Anderson	Website
5274	Expanding Wasatch is the least safe alternative for residents of adjoining neighborhoods, and yet it seems to be the only one under serious consideration. Why is that? The road is already dangerous and on the verge of destroying to community feel that drew many of us to the area in the first place. Providing an avenue to cram even more vehicles into a geographically restricted funnel just doesn't make any sense to me.	Bill Ewer	Website
5275	Why not set up hubs to the north and south of the canyons where tourists and skiers can park and provide dedicated mass transit solutions. These staging hubs would quickly draw new businesses and modern day public transportation could actually decrease the amount of traffic across Wasatch Blvd making it safer for everyone and reducing vehicle emissions.		
5275	Consideration of the safety and potential negative impacts to local residents, and maintaining safe access for cyclists, runners, and other non-commuting, or resort-bound traffic should be the top priority. Anything short of that is a failure of responsibility. Let's please work together to find a solution that benefits all parties, not one that benefits the most profitable while attempting to cause as little damage to the community as possible.		
5275	After reviewing the proposed transportation options for little cottonwood canyon it is my opinion that the gondola plus la Caille base station is actually the best option I've seen and respectfully request that it should be added to the three other possibilities being considered by UDOT. A gondola seems to have a lot of attractive benefits over the other two proposals, but a gondola that has no on-site parking and therefore requires a mandatory bus ride and transfer is much less attractive and will likely be utilized by fewer visitors to the canyon. Thank you for your consideration.	Jonathan Jacoby	Website
5276	Dear Utah Department of Transportation, just put in some more buses, and make sure some of them stop at intermediate points for ski-tourers.	Tom Dickman	Email
5276	Sincerely, Mr. TOM DICKMAN		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5277	Gondola with the La Caille enhancement makes the most sense	Thomas Hagan	Website
5278	Widening the roadways will take away from the natural feature that attracts tourists and further contribute to water reservoir contamination. Alternative modalities such as a light-rain or the gondola should be pushed forward. Learn from other communities that have been challenged with these same problems.	Eric Goldstein	Website
5279	I support the Gondola Plus La Caille base station option for Little Cottonwood Canyon	Brent Nixon	Website
5280	I support the gondola option with La Caille station, but think that - or any mass transport option - needs to be supported by more lockers at the ski resorts for use by day skiers. If people are unable to access additional boots, clothing or other ski equipment and personal items needed on a given ski day (from their own vehicles) they will need to bring a ski bag in addition to skis and poles. Having a secure place to store those extras for a comfortable, warm and safe ski day, would really help make any form of mass transportation a much more convenient and acceptable option than individual vehicles. You must make it convenient recognizing the needs of skiers and non-skiers, especially with family members, and give them better ready access to such items. Then "having someone else drive" (whether that's getting on a bus or a large gondola) for a long ride to the ultimate destination, is an easy sell. Nothing like losing a glove, needing different goggles or a hat, or an extra warm layer, to sour the experience of losing the resource of your own vehicle - which is often for "more than transportation" and is a place to readily access those personal items. Skiing is already expensive enough without having to spend more in a ski shop when you have extras in the car. Having a secure place for day skiers to "access their stuff" addresses that, and the main issue that distinguishes mass transport from private vehicles. Thanks.	Dolly Garlo	Website
5281	PLEase build the gondola	MATT LAndry	Website
5282	UDOT needs to prioritize safety above speed and capacity. Validate local access concerns such as: • Local traffic turns in and out of eleven residential streets during heaviest ski and commuter traffic periods. • Provide safe access up to federal guidelines for all users that are expected to utilize this residential stretch of Wasatch Blvd including bicycles, pedestrian, park going people, kids going to school, etc. They have been forgotten while UDOT tries to make improvements for better access for ski traffic and commuters. • Three-lane configuration is still the best model. If busses will travel without stopping from the Gravel Pit mobility hub (skiers) or 9400 South & Highland (commuters) to a destination outside the urban segment of Wasatch Blvd, then they do not need to travel in the shoulders (where they would be needed if they were to pick up passengers within our city). UDOT/UTA have already confirmed that Express Bus service to each resort is requisite. Likewise, it is necessary that UTA implement Express Bus service for commuters heading to Research Park, U of U and downtown. Since most recreation and commuter travel is unidirectional, there is no need for two bus lanes. Locate one Express Bus Lane in the center between one lane in either direction. Commuters travel north in morning and south in afternoon on weekdays/non-holidays and recreationists travel south on weekend/holiday mornings and north on those afternoons. One lane will satisfactorily handle the Express Buses. A simulation of this traffic model could be developed and presented to the public for further comment Also the speed limit should be 35!!!	Jake Nicholson	Website
5283	I support the Gondola plan but only as part of a larger transportation infrastructure plan which includes access between the cottonwoods and park city that is not reliant upon automobiles or buses. A simple free bus that runs only within the canyons (like the snowbird shuttles) to transport backcountry trailhead users, as well as waste disposal and other necessary services could still utilize the road w/o the headache of public traffic. It does not seem like a parking structure or gondola base within the canyon would do much to alleviate traffic attempting to access the proposed location. Perhaps a larger space closer to the interstate (like the massive gravel mine? to the north of the mouth of BCC) could accommodate a more appropriate base facility and support other commercial interests (and private funding!!!). Thanks for reading and allowing comment. -jb	Jonathan Keller	Website
5284	I'm a resident of Cottonwood Heights. Close to the proposed widening of Wasatch Blvd. I'm against a wider high speed multilane highway proposed by UDOT. A two mile stretch from Big Cottonwood canyon to North Little cottonwood Rd only to funnel down to two lanes is rather odd. There are matters of Air pollution, Noise pollution, wild life concerns, recreational safety, and environmental damage. The proposed 7 lanes, which includes bike lanes, which are feet or inches away from 50 mph plus vehicles is concerning. The freeway system has no bike lanes. But yet they are included in the widening of Wasatch with 50mph + speeds. From Big Cottonwood south is a community of family's, with children, grand parents and pets that frequently use Wasatch Blvd, for grocery , park and church destinations. This proposed widening of Wasatch Blvd goes against logic and common sense. The Family's of a neighborhood should be top priority. They are the ones who are being damaged. Wasatch Blvd South of 9800 S. is a 35 mph two lane road carved through a neighborhood. During winter time, when the canyon is closed for avalanche control, the cars back up on this road, just like cars north of Little Cottonwood. Looking at Google Map I could see where Highland Drive south of 9400 S. has a designated roadway ready to be finished. By not finishing this planned roadway , commuters are forced to use Wasatch Blvd, which only enhances traffic problems, especially during ski season. My question is , why not finish Highland Drive to the gully? If you are going to improve Wasatch Blvd , build a beautiful gateway to the canyons. You had a great idea and did it right south of 9800 S. Wasatch. Just extend that idea north. Put in a special lane for ski back up traffic, with signs for visitors. OPEN/CLOSED Lighted canyon signs at least a mile prior to canyon so skiers can stop off for breakfast and coffee. Bus service that is adjustable for snow days. Please.....don't put in a 7 lane high speed highway through our neighborhood.	Ron Schroeder	Website
5285	We live at the mouth of Little Cottonwood Canyon on Wildcreek Lane. The Peak Period Shoulder Lane Alternative would very much effect our home. We built this house to be able to retire in & not have the parking/emergency lane pushed into our back yard. Since we have lived here, we already have home damage from the snow plows throwing snow into our house, windows & roof. Widening the roads will only increase the amount of skiers we get in our canyon during the peak seasons. Their needs to be encouragement to take public transportation or to fill up the cars. This could be accomplished with a canyon toll booth. There needs to be a free flowing lane for buses & canyon residents (maybe a sticker on their windshield so they an pass freely) while all other vehicles pay a toll. This will encourage public transportation plus gain some revenue to repair damage that is done yearly to our beautiful canyon.	Amy Butterfield	Website
5286	Enhanced bus service with widening the road.	Dennis Mills	Website
5287	Enhanced bus service with widening of the road.	Joan Mills	Website
5288	Enhanced bus service bit you must also widen the road.	Joan Mills	Website
5289	Only enhance Wasatch Blvd by one express lane. Build La Caille Base station for 30 gondola System. I rode one in Zermatt in Jan 2020 and it's a super efficient system, great views, everyone has seats, it moves an incredible amount of people that get to enjoy themselves during the transport. It would be a great tourist attraction - it's really a nice clean efficient and fun ride. This would be a solution for future generations.	Sue Bounous	Website
5290	Putting a gondola up Little Cottonwood Canyon is one of the more ridiculous ideas that I have heard. You're going to permanently scar a canyon so you can get a few skiers crammed into a gondola? And to do that you need to build a giant parking lot and permanently ruin the beautiful vista of that glacially carved canyon? What a boondoggle! Work on getting more buses up and down the canyon more efficiently and stop trying to turn the canyon into Disneyland.	Jeff Clay	Website
5291	Strongly support enhanced bus service and absolutely oppose any road widening or gondola construction.	Tom Macfarlane	Website
5292	Hello, my name is Natalie W. and I wanted to voice my opinion in opposition of UDOT's plans to further develop Little Cottonwood Canyon. Because of your rejection of input from locals and foundations such as Save Our Canyons, the plan does not take into account the ecological damage that will take place from any of the 3 options. Furthermore, the plans will almost certainly fail because they operate within the framework of this being an infrastructural issue instead of a behavioral issue. A gondola will not be effective for several reasons, one of which being that it will still require the vast majority of canyon patrons to use other means of transportation. Additionally, it requires either a massive amount of parking near the mouth of the canyon, which there is not space for, or an effective transit system, which does not currently exist. The road widening will not effectively control traffic and the amount of cars in the canyon because it will encourage individuals to drive themselves up the canyon, which is the problem in the first place. While it may temporarily improve the flow of traffic, it will certainly not decrease the amount of vehicles in the canyon. Simply put, UDOT should not have this money; it should be given to the UTA to invest in better transit options. One way this could work is by having many more bus routes throughout the city that terminate at the LCC resorts. Making public transit actually convenient is one certain way to increase ridership and decrease canyon traffic volume. Another method would be putting tolls in place that encourage carpooling up the canyon. Thank you for reading and considering my comment, Natalie Weed	Natalie Weed	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5293	<p>Hello EIS Crew,</p> <p>I've been taking either the bus or the UTA ride share employee van for seven seasons to Snowbird- I have never driven in the canyon in my personal vehicle to the resort. While riding in the van or on the bus I look around and see many single drivers going up and down the canyon which annoys me to no end. Riding the bus, however, has its downsides. I've heard of people being stuck on the bus for up to five hours on their way up the canyon on a powder day. This is very unsafe due to avalanche concerns, not to mention that once you're on the bus they don't let you off and I can't imagine five hours on a bus with a full bladder!</p> <p>The best long term solution is the gondola option at La Caille. It is a cost-effective, long-term solution to problems we've been trying to tackle for years. Any road option is short-sighted and doesn't solve the problem. Getting people off the road is the only way we can protect the canyon and plan for future year-round demand.</p> <p>Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency.</p> <p>I am sick and tired of traffic in the canyon and I think a gondola is a great alternative. The La Caille base station for the gondola is a game changer in addressing parking and congestion at the mouth of the canyon. This needs to be studied as the preferred gondola scenario. More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have – everyone has to wait and everyone is stuck in traffic.</p> <p>Widening the road and building snow sheds does more harm to landscapes that are already at risk of being damaged and lost. Please don't widen the roads in Little Cottonwood Canyon! The gondola at La Caille is the best choice. Three snow sheds will not change the icy surface whenever a storm hits the canyons. It is my opinion that rubber tires, ice and snow do not mix when we are talking about 1000's of vehicles traveling that canyon every winter day.</p> <p>Yes you can make the road wider with more lanes but then you just have more vehicles going up and down. You have designed dedicated Bus Lanes, but have you ever driven up the canyon on a Powder Day? People presently do not follow the laws on not crossing double lines. Many mornings the race up the canyon has cars three wide trying to be first to the chairlifts. Coming down the same happens, generally with one or more cars coming in contact with each other or the mountain. There is no way to delineate the bus lanes other than markings on the roadway which will be covered by snow even if people followed the safe driving laws. Asking the UPD to increase traffic enforcement will just bring folly as on heave traffic days as there will be no place for an officer to pull someone over. More lanes will but only be more problems.</p> <p>Snow Sheds? The plan is to protect 3 avalanche paths when there are 64 known slide paths in the canyon. The study is two years old and did not include this past shortened season where huge slides came down in place not seen in years. Why this year? Who knows, but maybe with global warming, debatable to some but not to any skier I know, the type of snow is changing. With those changes, how soon will more of the slide paths come into play beyond the main 3. Will we just build more and more sheds?</p> <p>Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my kids to see Utah's beauty from a new perspective.</p> <p>I understand why a gondola is ideal for skiers on peak snow days, but it also provides another activity for my family to enjoy during the summer. This would be something I could share with out of town visitors for a day outing.</p> <p>Too many times people are stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. A gondola provides the safest way to get up and down the canyon in winter weather. Finding parking is often a deterrent to heading up the canyon in the summer. An alternative way to get there without the parking hassle and dangerous roadside conditions would make it so much easier. The gondola at La Caille is the only option that offers the opportunity for public/private partnerships that help offset costs to the taxpayer. Otherwise, Utahns are paying for more pavement that serves as a band-aid fix.</p> <p>What needs to be changed from the EIS is access to the Gondola. Based on the existing plan having one Mobility Hub is not enough. People will not drive past the mouth of Little Cottonwood Canyon only to ride a bus back. Anyone coming from the South will turn East on 9400 South and just drive up the canyon. So much for cutting traffic. This was proven a few years ago when UTA cut the busses from the North expecting people to drive past the canyon to catch the bus at 9400 South and 2000 East. People will just not do it. And not having the space to allow people to at least drop people at the Gondola base is just asking for trouble. People in my opinion will drive their kids up rather than take them to the Gravel Pit Mobility Hub if they are coming from the South.</p> <p>A better for all would be busses from 9400 South & 2000 East and the Gravel Pit going to a Gondola Station at the La Caille Base Station as proposed by those who have formed www.gondolaworks.com.</p> <p>This proposal seems to solve more issues than having one or even two Mobility Hubs.</p> <p>In my opinion this solution would provide an option that will work much longer into the future than any of the options making changes to the road or the one Mobility Hub.</p> <p>Plus it would add more parking which looking into the future will be always needed.</p> <p>While you may see my canned answers as a form letter I wholeheartedly agree with the points put forth. The gondola is the best long term solution.</p>	Marry Stewart	Website
5294	The gondola alternative will only help with a small percentage of the traffic in the canyon. It will disturb the pristine views from the road. One of the great pleasures of travelling up the canyon is the ability to see undisturbed nature. Please focus on more convenient public transportation and find ways to make taking the bus fun and fast.	Molly McFadden	Website
5295	Little Cottonwood Canyon is a refuge from the city and a special place for so many. Widening the road or putting a gondola in it would further damage the canyon and recreational opportunities. Please focus on Enhanced Bus Alternative (without roadway widening), to protect this amazing place.	Nikki Smith	Website
5296	I would ask UDOT to please add the Gondola PLUS La Caille Base Station to the other three alternatives it is considering. This option seems like it has considerable advantages over the existing gondola option including increased capacity and the ability for a considerable number of people to park on site which would drive more usage than the mandatory bus to base station and transfer option. And in general the gondola option sounds better than the two bus only options because it is environmentally friendly and can be used when the road cannot due to avalanche danger.	Suzanne Jacoby	Website
5297	I support the new gondola solution.	Carbon Lundgren	Website
5298	I believe that enhanced bus service and incentives for car pooling are the best alternative. No gondola, no snow sheds, and no widening of the road.	Paul Paris	Website
5299	please consider a tram up little cottonwood with parking near 9400 s and highland dr. please get the highland drive extension to 10600 south completed. Wasatch Blvd has become the main artery for commuters, when ski season is here, it is a joke and dangerous. SLOW DOWN THE TRAFFIC!! thx	Jeff Chatelain	Website
5300	No gondola please.	Mindy Thompson	Website
5301	<p>EIS Proposals Comment July 9, 2020</p> <p>I do not support any transportation solution until a carrying capacity study is conducted. Skier experience is currently being degraded by having to sit in your car for hours to get to and from ski area destinations. However, increasing transportation capacity could easily overwhelm the crown jewel of Utah (Little Cottonwood Canyon) and shift congestion from the roads to the ski areas. Hours-long lift lines will surely turn customers away just as much (maybe more?) than a long commute. A carrying capacity study in the EIS should survey users to ensure they understand this trade-off and decide which they would prefer (traffic on the road or long lift lines).</p> <p>After carrying capacity study, I support expanded bus service without widening the road. Buses are flexible (can increase and decrease according to demand). They could be given early morning priority to incentivize ridership.</p> <p>I support the addition of snow sheds to reduce risks to users who are stuck in traffic during high avalanche danger.</p> <p>I support all trailhead expansions. These appear reasonable and much safer.</p> <p>I support Tolling (which many ski areas have already started on their own!). Tolling will reduce the number of single-occupancy vehicles. Combined with frequent, economical buses, the carrying capacity would be served. I would like to see a tolling study in the EIS and it's impacts on canyon congestion.</p> <p>I strongly oppose the gondola solution. In every scenario I imagine, users will be greatly inconvenienced. The 'powder frenzy' to get up the canyon will be shifted to getting into parking spots for the transit hubs, then a lift line for the gondola! People's overwhelming excitement will be diminished quickly and they will resort to their vehicles. And, in the end, without a carrying capacity study, the lift lines will greatly discourage users at our ski destinations. The gondola also requires a stop at Snowbird, which will disincentivize Alta skiers. It does not serve any trailheads.</p> <p>The proposed solutions also need to address dispersed users. The whitepine trailhead is currently overrun for such a vast area of terrain it serves (with people regularly parking on the roadway). Busing could easily service this trailhead and reduce cars on the roadway. Busing could also easily service other trailheads if requested by riders by ringing the bell (of course at safe pull-out, designated stops).</p> <p>Final thought is convenience. As an Alta skier and a backcountry skier, I cannot—under any circumstance—envision myself using the gondola. It would be a major inconvenience to get in my car, drive to a hub, wait in a long-and-powder-panicked line to get into a parking spot, wait in a powder-panicked line to get on a bus, wait in a powder-panicked line to get on the gondola, AND waiting in powder-panic for Snowbird users to get off the gondola. Then, at the resort, I won't have a car to store my extra clothes and food, so I'll have to push my way through crowds competing for lockers... And only then, would I get to line up in a 2 hour lift line (still in powder-panic)! Not good. While this opinion is clearly selfish, I propose this opinion for consideration because I believe I am not the only person who would do this calculus. An EIS should study user behaviors and survey them on these scenarios in order to understand user sentiment and behavior to optimize a much-needed solution.</p> <p>Thank you for such a daunting undertaking. This is not an easy problem to solve!</p> <p>Best Regards, Colin Gregersen</p>	Colin Gregersen	Website
5302	This EIS fails to: address reduced vehicles in the canyon, address transit for dispersed users, create connectivity to a greater transportation system connecting along the wasatch front and back, present a carrying capacity of number of users the canyon as it correlates to environmental and watershed health. If tolls are implemented, funds need to be invested back into stewardship of the canyon. I do not support the gondola or the third lane. I support electric clean energy shuttles in the lower canyon for dispersed users and more busses without the option for resort skiers to drive their cars.	Julia Geisler	Website
5303	It is necessary to have as alternate travel. It gives a sense of security and with the future global warming, the roads might face more avalanche debris and other damages.	min liang	Website
	Thanks,		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5304	I support the enhanced bus system option.	Paige DaBell	Website
5305	<p>Hello,</p> <p>I live near the mouth of LCC and am in the canyon several times a week all year. I am a rock climber, ice climber, and backcountry skier. I have not skied at a resort in years. My biggest concern with all of these plans is the continued access to backcountry ski terrain as well as ice and rock climbing.</p> <p>I believe that drastically increased bus capacity in combination with a large parking lot at the gravel pit near BCC would be the best way to go given these three options. I'm concerned that expansion of the road would lead to destruction of classic climbing lines in LCC, many of which are extremely close to the existing road. I'm concerned that with the gondola there would be additional access to the backcountry from non-backcountry skiers, which would lead to more crowding, more danger, and eventually closed access points.</p> <p>With all of these options I'm concerned that the parking situation for non-resort skiers would suffer. It's essential for backcountry skiers to be able to park in a wide range of places in LCC in order to access the terrain that has been left to us after years of resort expansion. If this access is closed, or the ability to drive into the canyon for non-resort skiers is removed, then backcountry skiing and ice climbing will essentially be shut down.</p> <p>Please consider all of the users of this canyon, not just tourists who fly in to ski "the best snow on earth" on groomers, get drunk at GMD, and then leave. We live here, let us use our backyard.</p> <p>Thank you,</p> <p>Adam</p>	Adam Riser	Website
5306	<p>I realize this study is for one specific UDOT road, but addressing transportation challenges in Little Cottonwood only with this study without addressing and studying Big Cottonwood at the same time is not the right solution. A more encompassing study addressing both canyons at the same time with a broader study area that could look at more park and ride locations further away from the mouth of the canyons in partnership with UTA should be done.</p> <p>Implementing solutions starting at the proposed mobility hub on Wasatch Blvd will not alleviate the dangerous backup onto I-215 that happens on the busiest ski days.</p> <p>Please consider more options/incentives that would get people out of their cars and onto the buses in the enhanced bus scenarios like tolling cars entering the canyons (higher rates for cars with fewer people), encouraging carpooling to the mobility hubs by charging less for parking there, looking at more regional hubs that would need less traffic accessing Wasatch Blvd.</p> <p>Parking on the side of the road at the resorts needs to be banned. Safety concerns for skiers walking on the road and cars trying to leave the ski areas but can't see around the parked cars to enter the canyon road.</p> <p>More buses, less cars.</p>	Jodi Pearson	Website
5307	The final LCC plan should prioritize and focus on Enhanced Bus Service in conjunction with better parking options in proximity to both canyons, possibly in conjunction with snow sheds. It should not include in anyway vehicle lane additions as these would be entirely counter productive to the overall goal of addressing the ever worsening traffic and congestion concerns. Similarly the Gondola/Mobility Hub alternative is extremely inefficient, cumbersome to access and ultimately a disincentive to getting skiers out of their cars.	Bryant Scrafford	Website
5308	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Todd Passey</p>	Todd Passey	Email
5309	<p>Put an end to the gravel pit at the bottom of Big Cottonwood.</p> <p>Use that space to put in local shops, lots of parking, and a bus hub that is used to service both canyons.</p> <p>A combination of buses and a gondola would be ideal, in order to decrease traffic.</p> <p>A Gondola needs to be of higher priority if we are to think in the long term.</p> <p>Thirty to fifty more years (or longer?) of increased vehicles use on the road polluting our watershed, destroying wildlife and the environment should inspire more horror, dismay and disgust.</p> <p>Let's truly think long-term for the betterment, health, enjoyment, and ease for future generations.</p>	Robert Dela Cruz	Website
5310	The gondola is a terrible idea. It moves only 50 more people than the simple enhanced bus service yet costs \$100 million more while forever altering and damaging the beauty of the canyon by forever building more infrastructure. We cannot build our way out of the congestion in LCC. We must change people's behavior and attitudes toward transportation within the canyon by using a comprehensive transit plan that UDOT seems unwilling to consider. The reality is that all three alternatives are construction half measures that don't work to understand and enforce changes in behavior. We need more administrative measures such as stopping people from lining up at the mouth of the canyon, tolls for low occupancy vehicles, much much much greater bus service, no parking on the side of the road in the canyons, etc. Unfortunately, UDOT is a construction agency and not a transit agency and is therefore incapable of working with non construction alternatives. So, if we must, we should move forward with the least expensive and least infrastructure intensive alternative. Remember, it is the natural beauty of the canyon that draws thousands of people to the canyon, not the infrastructure.	Andrew Castor	Website
5311	<p>Good Morning;</p> <p>I support Option 1 of increased bus services.</p> <p>I'm a cottonwood heights resident and I've used the Udot bus service when working at snowbird. However, since I've stopped arriving at the resort early (7am for work) and leaving late (after 6pm) I do not find the bus service convenient despite having free access with my ski pass and a bus stop in front of my house.</p> <p>My preference would be to drive to the mouth and take the bus shuttle (Udot) to the resorts. This is currently not an option as there is no place to park at either big or little cottonwood/swamp lot, etc. Furthermore, when leaving the resorts, increased bus service would make this more accommodating due to passenger volume. Also, There needs to be a contingency plan for road closures and bus service. On rides that took 4 hrs to get home from Alta last year I had friends stuck on busses. Until that is addressed, I can't get on a bus. I can't hold my urine for 4 hrs standing on a bus.</p> <p>Take home message from my input is I used to be a UDOT user, But I haven't ridden one of your busses in 20 years. I love snoozing on the bus and letting someone else drive, but I find your overall service inconvenient and unnecessary. I think the proposal 1 options address the inconvenience issue. I do want to reduce traffic in the canyon and I'm willing to ride the bus, but I can't be stuck on a bus, nor am I interested in waiting in lines to leave the resorts at the current UDOT schedule.</p> <p>Alternative 3: The Gondola option is a folly (neat idea) but the road will still be there and heavily used.</p> <p>Alternative 2: Widened roads in a tight dangerous canyon seems like an extreme engineering feat and really offers no benefit of the PPSL. I do like that the PPSL would be used for bikes/peds during the summer, All plans should include a dedicated bike/ped lane but I know bikes and pedestrians aren't part of UDOT's goals or priorities (See the entire Salt Lake Valley, and all of Utah for reference).</p> <p>Thank-you for taking comments on this.</p> <p>I appreciate your efforts to spearhead and work through this issue. Personally I don't know who is complaining, I drive that road every weekend and big cottonwood during the week. I accept the delays due to weather as ""acts of God"" and do not blame them on Ikon pass, or tourists. Truth be told, there are enough skiers in Utah to clog those roads, independent of tourists or Ikon pass holders. Also I like that the flow of the road slows skiers to the resorts, and I know I have to plan my departure on snow days if I want to be home before 8pm. I don't view this as a UDOT responsibility, we all are responsible for the crowds and traffic. Nobody is asking UDOT to fix the lines at Disneyland, Why does UDOT have to fix lines to our favorite ski areas?</p> <p>I support solutions that are the least environmental impact, low cost, and provide actual solutions to commuters. We saw canyons close last year due to volume of cars. that is the natural consequence or our behavior. We don't have to build a gondola because people want to ski when it snows, we just need to push people toward busses, I'm committed, you need to do your part now.</p> <p>Thanks again, I appreciate your work on this project.</p> <p>Tad Turgeon</p>	Tad Turgeon	Email
5312	<p>Please no gondola!</p> <p>Worse for environment than major parking at base of canyon with 20min pick up drop off 24 hours. charge too much to park at resort and change the driving pattern. Less traffic. Less construction. Less money.</p> <p>Do the most to protect the land NOT keep constructing!</p> <p>Thanks</p>	Sarah Buchmiller	Website
5313	i believe that if we are going to improve the the transportation issue up the canyon, we should move beyond cars and install a gondola.i understand that everyone's travel patterns will be changed, but this will best alleviate the crowded road in a 21st century way...	Rob Voyer	Website
5314	The gondola.	Korbin Birrell	Website
5315	I fully support the gondola option, so long as there is a proper parking structure. We also need better UTA connectivity from Trax to the base of the canyons.	Justice Morath	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5316	I support enhanced, low-emission bus service, with more community outreach /much improved bus routing, but WITHOUT lane widening or any other road changes.	Jolanta Lelinska	Email
5317	Thank you for considering my voice.	Ryan Rhodes	Website
5317	I think the Gondola proposal would be the best plan moving forward.	Dustin Buckthal	Website
5318	Gondola!	Amber spillet	Website
5319	love the gondola option. Please don't put more pavement by enlarging the road.	Chase Dickinson	Website
5320	I am in support of the gondola alternative. I am a backcountry skier, rock climber, and ice climber. I do not ski in the LCC resorts. The gondola alternative seems to affect my demographic the least, while helping to ease the burden on the road. I believe that widening the road and increasing its capacity will have a huge negative impact by not directly addressing the issue at hand.	Jonathan Vickers	Website
5321	As a climber, I and the SLCA support the Alternative of Enhanced Bus with no additional roadside capacity. While the widening of the road may have benefit and I believe adjustments to the parking situation could be helpful, my primary concern is preserving the climbing resources that are both enjoyable and historical. Additional parking or road capacity could alter not only the access to our recreational resources, but I fear boulders and climbing routes could be impacted if not lost forever. Transportation needs improved, but let's not over-do it and affect things we cannot get back.	Phillip Symons	Website
5322	Please choose the enhanced bus during peak season. Anything that would minimize the destruction of local climbing areas.	Kris Carrigan	Website
5322	Also please do not pick the gondola as it would greatly decrease the beauty of the canyon.	Roland Gilmore	Website
5323	Hello, I writing to voice my support for the Enhanced Bus Alternative without additional roadway widening. Thank you, Kris Carrigan	TAYLOR HARTMAN	Website
5324	No Gondola. I use different access points for both backcountry skiing and climbing. A gondola negatively affects those recreational experiences.	TAYLOR HARTMAN	Website
5325	This constant barrage from the ski resorts to expand tourism focus at the expense of local residents and nature is deeply troublesome and will come back to haunt us! Stop this incessant nonsense	Brandon Laws	Website
5326	I need to see all unbiased studies on canyon capacity before action is even considered		
5327	I support the gondola plus la caille base station proposal. We need a long term solution that puts the environment and health of the community first. More cars and bus service up little cottonwood is not the answer.		
5328	The proposed gondola up Little Cottonwood Canyon would do little to solve the transportation problems facing the area and would only encourage more drivers, which is what has caused this problem in the first place. First of all this gondola will require two transfers, from car to bus to gondola which will be logistically problematic. The plan identifies a 2,500 car parking garage at the mouth of Big Cottonwood canyon. This will cause a few problems. First, anyone driving from south of the canyons will need to drive past Little Cottonwood (presumably in traffic) to park in the garage. If they are coming from the north, they will still need to line up to enter the massive parking structure. Then both groups will need to catch a bus to the base station and then transfer to the gondola. Not only does this plan create a logistical nightmare at the base of the canyons, but it puts way too much emphasis on vehicular travel. Encouraging automobile travel is the opposite of what we need in our canyons. We need to have viable alternatives to personal vehicles. The fact is that although these ski resorts are in beautiful mountain terrain, they are at the edge of a major city and need city transportation solutions. This plan spends hundreds of millions of dollars (\$400 Million for the gondola) and doesn't do anything to solve issues in Big Cottonwood Canyon. Big Cottonwood may not have as much traffic as Little Cottonwood, but it is not far behind. We need a plan that addresses transportation issues in both canyons. In fact the 2500 car parking garage for the gondola up Little Cottonwood will be placed at the mouth of Big cottonwood canyon several miles away increasing traffic to get into Big Cottonwood. The gondola plan endangers important sites for other uses in the canyon. The base of little cottonwood canyon is home to some of the greatest rock climbing in the world. People move from all over the world to live in SLC for that climbing, the base station for the gondola will destroy many of the boulders that climbers use and will possibly hurt access to many of the cliffs. It also doesn't identify what will happen to back country users. Will non-resort users be allowed in the canyon? The gondola won't be stopping anywhere except Snowbird and Alta. Back country skiers, snowshoers, and hikers are completely ignored in this plan. The bases of the gondola will require significant construction throughout the canyon, it will also permanently change the watershed and view shed of the canyon. 800 foot tall towers will forever be a part of the canyon views. All for a gondola that will likely only be operating for 3 or 4 months of the year. There are alternative options. UDOT seems to have made the bus plans in its proposals an afterthought. But, unlike a gondola they can be enhanced over time. UTA already has a robust transit system throughout the valley, we can run Bus Rapid Transit like vehicles from locations throughout the valley directly to the resorts. Allow back country users to use the bus by having stops mid canyon. And create tolls for Little Cottonwood in the winter so that people are encouraged to take the bus but can drive to back country locations if they need to. In Salt Lake City we are blessed with amazing National Forests right at our doorsteps. These mountains provide us with clean water and endless recreation. Please don't cave to corporate skiing interests and change them forever. The snowsheds in LCC should be installed starting now. That would alleviate traffic congestion on snow days, which is the most acute problem the canyons face. While the cost is high, it's also a solution that can be implemented starting now and will serve the canyons for decades.	Friends of Great Salt Lake	Website
5329	As for a mass transit solution, whether it is a gondola or enhanced bus service, two things are essential. The first is a very large parking structure at the base of LCC where the mass transit solution is accessed. Without that, users won't utilize the option. Second, the solution needs to run year round and serve all trailheads so that trailhead parking does not need to be enlarged. Summer time trailhead parking is extremely high for the available spots and rather than spending money enlarging those areas, implementing a mass transit solution that stops at all trailheads and runs year round is the best way to solve all of the issues at hand.	Ashley Patterson	Website
5330	Tolling was also a recommended solution and would be advisable, should there actually be a mass transit solution, ie, those who still choose to drive, subsidize those riding mass transit. The tolling wasn't addressed here, but hopefully is being considered in the larger discussions. The only options I support is the enhanced bus service or the enhanced bus service with road widening. The Gondola will be an eyesore in the canyon that is already so small and only further motivates the resorts to connect to Park City. Also, Gondola's are not that reliable, they break down all the time, do you really want a single point failure as your option for getting thousands of people down the canyon?	Branden Michelkamp	Website
5331	As an avid and frequent user (3+ times per week to climb, ski, and run) of Little Cottonwood Canyon, I am concerned with the details of the proposed plans for the road project. I support the increased bus service option, as it will have minimal impact on the environment compared to the road widening and gondola which have the potential to destroy boulders and other recreation near the road in the canyon. However, the seemingly minor detail of removing roadside parking along the canyon will have SEVERE impact to access in the canyon. As is, roadside parking is key for maintaining capacity in the canyon as there are not enough formal parking areas. Wide road shoulders in certain areas makes roadside parking a safe and efficient solution that is already working and should not be changed. Furthermore, without plans for extensive additional parking at the base of the canyon the additional bus service will not be able to be conveniently utilized by intended passengers. The transit hub on Wasatch Blvd may be fine for ski resort goers, but will be insufficient for climbers and skiers accessing trailheads and other recreation site dispersed throughout the canyon. Roadside parking must remain. Finally, I strictly oppose the gondola and road widening options due to the impact they will have on the environment and roadside. Road widening, in addition to being almost twice as expensive, will only shorten transit time and will not increase capacity. Gondola will only increase transit time and have an enormous visual impact and footprint on the canyon.	Billy Barghahn	Website
5332	I support the enhanced bus option with no roadway widening. I fear the roadway widening would impact many current recreation spots near the road (creeks, climbing spots, etc.).	ERICA BINDAS	Website
5333	I absolutely oppose the gondola concept for LCC transportation. It will scar the beauty of the canyon.	Richard Lamph	Website
5334	I support the gondola option, assuming it is run on electricity and not gas that seems like the more exhaust-conscious option. If it is not electric, I support the enhanced busing without roadway expansion.	Leah Smith	Website
5335	All alternatives a focuses on spending approaching a half \$Billion (and like all projects of this scope I expect the real numbers would be over that) to increase the capacity to move people to 2 ski resorts. They are plans to meet a demand without really addressing how our sensitive water-shed and open space for will be impacted by pushing more people up the Canyon. Much of this demand is created by the IKON pass with out of state skiers. While I support tourism I don't support expanding it in our sensitive canyons without a more thoughtful process on on how this impacts our future generation that live in the area and utilize the water our Canyons provide.	J Todd Anderson	Website
5336	I am in favor of enhanced bus transport but without the widening of existing roadways. Thank you	Leslie Keener	Website
5337	I don't see the point of multiple lanes, as all roads to the south ie:9400 S, Wasatch Extension, and LCC road are all one lane, 35 or 40 mph zones. A better alternative would be a two lane road with a third (center?) for busses. Beside lowering the way too high speed limit, the high T light should have a red occasionally for downhill traffic so we can get out of our neighborhood during high volume afternoons. In or out of Golden Hills is a suicide intersections With cars coming down through highT at 50+++ mph.	Kathy Nicholson	Website
5338	Dear UDOT, I support the Enhanced Bus Alternative, without roadway widening, as it would have the least impact on LCC climbing. That being said, there is still extensive analysis needed that considers dispersed recreation in this Alternative.	Ben Christensen	Website
5339	I support the plan that uses gondolas to move people in Little Cottonwood Canyon.	William Nissen	Website
5340	I support the gondola option. I think the gondola would be an excellent addition to the canyon and help preserve it for generations to come	Justin Bagley	Website
5341	I have worked on transportation possibilities in LCC for 30 years. The LaCaille option being proposed looks real good. The original UDOT gondola proposal was good and is far better than more buses and a bigger road. Either your gondola proposal or the LaCaille option would seemingly be best studied with the highest capacity Gondola technology available much easier to reduce capacity than try and gain it later.	Onno Wieringa	Website
5342	Bouldering areas in little cottonwood, though free to the public, have just as much value to our community as ski areas. Please consider saving these areas during your decision making process. As a climber I vote on whatever alternative does not impact and destroy those important areas such as: secret garden, cabbage patch, 5 mile, the hill are all classic areas with history to be protected. I vote against any lane widening that will impact the bouldering and climbing sites. Thank you for your consideration, Dr. Carrie Cooper	Carrie Cooper	Website
5343	I think the gondola with a Parking structure would be the best idea, the traffic is horrible and the gondola would be the best idea	Matthew Lund	Website
5344	I think a gondola would be great	Cameron Falkenburg	Website
5345	I am in favor of expanding the road and improving bus transport. a gondola is a bad idea	Erik Misiak	Website
5346	I support enhanced bus service and no road widening. I am concerned about losing our rock climbing and road-side boudering resources that make LCC a world class climbing destination. The simplest and least intrusive solutions are the best. Pedestrian and roadside parking issues in the canyon can be solved by reduced and enforced speed limits. We really have a simple problem- too many people trying to get to Alta and Snowbird on powder days. Other businesses have to limit customers and so should they. We are all suffering through this process that is quite simple. Make skiers to Alta and Snowbird bus to the resorts. Leave LCC 201 and Wasatch drive alone.	Bradley Heller	Website
5347	I support Enhanced Bus Alternative (without roadway widening). This will help until we really address the problem of too many cars and people in the canyon. Some kind of tolling like Milcreek Canyon would greatly help.	Joel Bown	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5348	<p>First off, thank you for accepting comments and I appreciate you taking the time to review them.</p> <p>I think solving parking near the base of the canyon(s) will be the most crucial step for any plan. If this isn't dealt with, neither a gondola nor buses will help the problem. Given this is adequately dealt with, I can see the buses (and carpooling) being a much more viable option for people not currently utilizing them. Certainly I'd think expanding parking capabilities and increasing buses (with trailhead stops) would be cheaper and more logical than jumping right into something as invasive and needlessly extravagant as a giant gondola that serves nothing but the financial interests of the tourism industry and resorts. Not to completely dismiss those important needs, but keep in mind that all the resort season pass holders are locals. Locals who use these canyons every day in winter and summer. Locals that both ski the resorts and want to access the trailheads up the canyon, which the gondola would not provide. Locals who may in fact live in Utah and contribute to its greater economy and its culture specifically because of the access they have to these canyons. Ignoring their needs so Ski Utah can tout "North America's largest gondola" in advertisements would be ill-advised.</p> <p>The lane widening plan also makes much more sense to me than the gondola. And then benefits of potentially using it as a bike lane in the summer makes it that much more attractive. However I'm also slightly concerned about the environmental and recreational impact that work will have. This is my main concern with both the lane widening and gondola plans. The construction and infrastructure will disrupt, diminish, or permanently destroy some recreational resources in the canyon such as a large amount of rock climbing, hiking, and a general sense of nature that's already difficult to maintain with the road there.</p> <p>Buses aren't being utilized currently because of 2 main reasons that I see. There's not enough parking. People may be willing to take the ski bus, but they are likely not willing to park away from the canyon and possibly transfer buses to get to one. I myself have never done great deciphering bus routes. More clarity as to where you can go and when to grab a bus to Alta would help a lot, but the more parking closer to the canyons the better. Secondly, there's not enough bus service. No one wants to wake up at 7am and wait helplessly at a bus stop, instead of joining the race to get up canyon, only to find out that bus is full or is still 30 minutes out. The buses also don't stop at backcountry trailheads. This user group is already very happy to carpool from park n rides, but they're also taking up a lot of parking before the resort traffic really even gets going and is often driving down canyon at the same time as the resort traffic. Give this user group a viable and reliable option to get up and down from their trailheads and they'll absolutely use it. Understand people don't want to risk waiting outside in a storm with no car of their own in hopes a bus will "eventually" come.</p> <p>Also just to mention it, the massive delays in getting up and down canyons on snowy days are absolutely due to ill-equipped drivers attempting to get up on a storm day. Tourists have a limited schedule, they're not going to miss out a great day of skiing. Locals live here exactly for these days. People are going to drive, whether they are prepared for it or not. We really need a plan to turn people away at the bases if their vehicles are not equipped and provide them a real alternative. I know this alone creates a delay, but a worthy one and hopefully a much shorter one than a slide off at Tanners. I know this will create back ups out on Wasatch Blvd. We'd need to account for those issues, but it's worth considering for safety if nothing else.</p>	Kenneth Meleta	Website
5349	Hello - I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Gregory Cetton	Website
5350	The gondola option looks like the best. Thanks	Jon Murray	Website
5351	I fully support the Little Cottonwood Canyon Gondola Alternative.	Gordon Strachan	Website
5352	Gondola please	Jon Murray	Website
5353	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Kellie Gerbers	Website
5354	<p>Dear Utah Department of Transportation,</p> <p>My name is Sarah. I am a pediatric nurse who came to Utah because of the beautiful Wasatch Mountains, specifically the Cottonwood Canyons. I regularly recreate outdoors as a trail runner and in bounds and backcountry skier who frequently travels up Little Cottonwood Canyon. Because of this, I agree that changes need to be made to diminish traffic.</p> <p>Because I desire to do as little harm as possible to our canyons, I support enhanced busing with no widening of Highway 210. I think this is the best option to decrease traffic if coupled with improved parking options at bus stops. I believe the transit system should have many pick up locations around the valley so that people can access it near where they live. Furthermore, I would like to see the use of low or zero emission buses and vans on the current LCC road with no, or minimal, additional construction.</p> <p>This option has the lowest environmental impact, which I believe should be the most important point in our decision making process for a project in a watershed area. Plus, it is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. Enhanced busing is also the most convenient option for the largest number of people while also being the least expensive per the EIS (as Michael Scott would say, a win win win.)</p> <p>I do not support the proposed ideas of expanding the road or installing (and maintaining) a gondola. This is because it will have a much greater environmental footprint. Additionally, it has been pointed out that buses and vans are a year round solution since they can be used as transportation to trailheads in all seasons, serving dispersed users such as hikers, bikers, fishers, and backcountry skiers.</p> <p>In contrast, a gondola will not be able to serve people outside of designated stop areas. This is challenging for backcountry skiers wanting to access other trailheads and would decrease the number of users willing to use it. In turn, more people will continue to travel by car in the canyons.</p> <p>As an avid outdoor adventurer, I go to the LCC because of the connection to nature and the mountains. I beg you to continue to protect the LCC by seriously considering the impact that each of the options will have on the environment. I believe enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Thank you for the opportunity to share my opinion on the LCC Environmental Impact Statement.</p> <p>Sincerely, Ms. Sarah McCroy</p>	Sarah McCroy	Email
5355	<p>I'm 75 years old, an east coaster and have skied Little Cottonwood Canyon since 1969 (at least 30 annual visits of a week or more, plus many shorter visits). I've stayed downtown, near the base of the drive up the canyon, and at Snowbird or at places like Sugar Plum. Modes of transportation have included the UTA bus or driving all the way up and have experienced easy and horrible driving conditions and complete road closures. And, of course, the long lines that often occur.</p> <p>I've also followed the many ideas that have been explored for making the trip up easier, safer and more predictable.</p> <p>That said, the idea being proposed of a gondola coupled to the resorts with a significant parking structure at the La Caille base station (The Gondola Plus La Caille Base Station proposal) makes a lot of sense from 1) cost of execution, 2) convenience of use, 3) speed of conveyance and 4) predictability. It is far more preferable and convenient than using more remote UTA parking locations and then the extra step of busing to the gondola base station. I would gladly take the Gondola Plus La Caille Base Station option versus the unpredictable drive up, inconvenience of parking far from the lifts, and minor increase of time in the best of circumstances. I hope that this proposed approach will be adopted.</p>	Jeff Isreeli	Website
5356	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Karthik Sonty	Website
5357	This will severely impact recreation in the canyon, specifically rock climbing. UDOT has an obligation and responsibility to all residents and visitors to protect recreation throughout the canyon. I absolutely oppose these measures.	Michaela Kiersch	Website
5358	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms. Jans Wager</p>	Jans Wager	Email
5359	I am in favor of the Gondola Plus La Caille Base Station	Leah Kolb	Website
5360	ALTERNATIVE La Caille base station option. This is the one Snowbird and Alta support. It has parking at the base of the canyon. it's the only way to actually get cars off of the road. https://gondolaworks.com/	Daniel Saunders	Website
5361	I support the Gondola initiative to alleviate traffic in LCC, this seems like the most effective long term solution to alleviate traffic in LCC. Widening lanes will only support more vehicle traffic where a Gondola will provide alternative transit which can eliminate the need for cars. Skiers and riders are also used to taking gondolas and trams so this will be an easy pill to swallow vs additional busses.	Sam Watkinson	Website
5362	I support the Enhanced Bus Alternative (without roadway widening) but would still recommend extensive analysis that is needed to consider dispersed recreation in this Alternative. Thank you	Adriana Chavez	Website
5363	<p>I think the best of the 3 options is the Enhanced Bus with NO additional roadway capacity. This option is the most mindful and inclusive of other recreations besides skiing. Although the gondola would minimally impact recreation spots like bouldering and trails near the roadway, it is significantly more expensive and provides slower access to the resorts. A challenge with busses can be encouraging the use of them, it may be prudent to have increased busses during the winter months and reduce them during the spring/summer/fall when the majority of the activities are dispersive rather than localized at a resort.</p> <p>Overall, I feel strongly that widening the road will be much too expensive and have a very negative impact on other activities that drive a significant portion of the use in little cottonwood.</p>	Sarah Lefave	Website
5364	<p>While a definite improvement over the UDOT idea of a huge parking lot at the base of Little Cottonwood Canyon, I don't love the idea of the beautiful La Caille property being used for this purpose. What's the fate of it during the 8 months of the year when ski crowds are gone? Also: #1 I've seen no information on how the gondola would perform in the frequent high winds in the canyons. #2 How would you address the dangers of Covid exposure (and flu exposure) from people you don't know in the confined area of a gondola? #3 Who pays for this project? As a skier and resident on Little Cottonwood Road for 45 years I think those of us most greatly affected need lots more information and better drawings of what you propose. Thank you.</p>	Anne Benck	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5365	<p>Dear Utah Department of Transportation,</p> <p>Good morning,</p> <p>I agree 100% with the comment and language below. Many of my backcountry ski partners and I travel from Park City to access the terrain in LCC. I firmly believe in reducing the impact in the canyon, and by limiting our drive time and mileage. I support enhanced bussing WITHOUT widening the highway. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Matthew O'Connor</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced bussing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced bussing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced bussing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.***</p> <p>Sincerely, Mr. Matthew O'Connor</p>	Matthew OConnor	Email
5366	<p>Gondola option. People who complain that the gondola only serves the resorts are forgetting that they can still take a bus up the canyon, or drive, and the gondola will eliminate traffic for them. Gondola option is a no brainer.</p>	Nathan Hofmeister	Website
5367	<p>Based on visual, environmental and other impacts to recreation in the lower part of the canyons it is a terrible idea to put in a tram where there are clearly other lower impact viable options, specifically increase The bussing. Furthermore, it is not equitable to impact the residents and other users of the lower canyon to simply serve the needs of privately held ski corporations that already reap massive financial benefits through the use of public lands. Buses are the clear solution as they are the easiest and cheapest to implement and could be deployed immediately, don't negatively impact both the residents and users of the lower canyon, and don't create a huge eyesore that will ruin the natural beauty of the entire canyon.</p>	Mike Beck	Website
5368	<p>I submitted a comment earlier in support of the gondola but wanted to clarify. The only way to actually get cars off of the road is the 3rd party ALTERNATIVE La Caille base station option. It has parking at the base of the canyon. The other options won't help the problem</p>	Patrick Duke	Website
5369	<p>Gondola option - could also be a great tourist attraction in the other seasons.</p>	MAXINE JENSEN	Website
5370	<p>I know SLCA has commented, but I also want to bring awareness to the climbers that use LCC and raise concerns about access to climbing areas! It's a land of many uses, and I have concerns that my specific use will be left out of this plan. Thanks for the invitation for comments and thanks for your time!</p>	Lindsey Kaneko	Website
5371	<p>I would love to see a gondola option with extended bus transport to the base of the gondola. The most appealing factor for the gondola option is the reduction of air pollution in the canyons. I really hope to see this implemented.</p>	Stefanie Schulz	Website
5372	<p>I currently support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing, and backcountry access. That being said, there is still extensive analysis needed that considers dispersed recreation in this Alternative</p>	Chad Christensen	Website
5373	<p>Build the Gondola!</p>	Mike Cannon	Website
5374	<p>I currently support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing, and backcountry access. That being said, there is still extensive analysis needed that considers dispersed recreation in this Alternative</p>	TJ Zeller	Website
5375	<p>I don't support a gondola. I would like to see more buses and better bus routes.</p>	Jennifer Guggenberger	Website
5376	<p>I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing and winter inversion.</p>	Catrina Damrell	Website
5377	<p>I support the alternative of enhanced bus and no additional roadside capacity. But whatever alternative is chosen, it needs to take into consideration dispersed recreation in the lower canyon.</p> <p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced bussing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced bussing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced bussing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mackenzie Jones</p>	Christian Klevdal	Website
5378	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced bussing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced bussing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced bussing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mackenzie Jones</p>	Mackenzie Jones	Email
5379	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced bussing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced bussing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced bussing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Patrick Kilbourn</p>	Patrick Kilbourn	Email
5380	<p>I have lived in Utah 51 years and treasure the Wasatch canyons, even though I no longer ski. For many years, they were a retreat from summer heat, a delight during fall color, a winter recreation area for various snow sports, and always a place to enjoy magnificent mountain and forest scenery.</p> <p>I dread to think of what damage the "improvements" proposed by UDOT will bring. These changes will be destructive and irreversible. I therefore adopt and incorporate by reference all of the Comments of Save Our Canyons on the EIS.</p>	Susan Poulter	Email
5381	<p>Please consider what we are leaving for those who follow us, and preserve the best, rather than serving commercial, short-term purposes.</p> <p>I have only been caught in LCC ski traffic a couple of times. But all of the benefits in terms of reduced congestion, increased safety, and reduced pollution stack up to make the gondola the best option for reducing and managing traffic in LCC. We have a very unique opportunity and I would love to see us take advantage of it. Let's avoid becoming the next Denver, which has notoriously bad traffic and has tried the bus solution, to not much benefit.</p> <p>Thank you</p>	Aaron Bender	Website
5382	<p>I am in support of the LCC gondola option. I see the potential reduction in vehicle emissions as the biggest advantage of the gondola.</p>	Jeff Carroll	Website
5383	<p>Personally, I like the idea of enhanced bus service. Widening the road is expensive and disruptive and the gondola turns the whole canyon into a "Disneyland" like attraction. It may be that a reservation system will have to be put in place, as much as I dislike it. If I know that I'm going to hike White Pine next Saturday it's not a big deal to go online and reserve a day. Just my 2 cents.</p>	Rich Sheya	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5384	<p>Dear Utah Department of Transportation,</p> <p>I do not support any transportation solution until a carrying capacity study is conducted. Skier experience is currently being degraded by having to sit in your car for hours to get to and from ski area destinations. However, increasing transportation capacity could easily overwhelm the crown jewel of Utah (Little Cottonwood Canyon) and shift congestion from the roads to the ski areas. Hours long lift lines will surely turn customers away just as much (maybe more?) than a long commute. A carrying capacity study in the EIS should survey users to ensure they understand this trade-off and decide which they would prefer (traffic on the road or long lift lines).</p> <p>After carrying capacity study, I support expanded bus service without widening the road. Busses are flexible (can increase and decrease according to demand). They could be given early morning priority to incentivize ridership.</p> <p>I support the addition of snow sheds to reduce risks to users who are stuck in traffic during high avalanche danger.</p> <p>I support all trailhead expansions. These appear reasonable and much safer.</p> <p>I support Tolling (which many ski areas have already started on their own!). Tolling will reduce the number of single-occupancy vehicles. Combined with frequent, economical busses, the carrying capacity would be served. I would like to see a tolling study in the EIS and it's impacts on canyon congestion.</p> <p>I strongly oppose the gondola solution. In every scenario I imagine, users will be greatly inconvenienced. The 'powder frenzy' to get up the canyon will be shifted to getting into parking spots for the transit hubs, then a lift line for the gondola! People's overwhelming excitement will be diminished quickly and they will resort to their vehicles. And, in the end, without a carrying capacity study, the lift lines will greatly discourage users at our ski destinations. The gondola also requires a stop at Snowbird, which will disincentivize Alta skiers. It does not serve any trailheads.</p> <p>The proposed solutions also need to address dispersed users. The whitepine trailhead is currently overrun for such a vast area of terrain it serves (with people regularly parking on the roadway) and busing would need to include stops at this trailhead (and other trailheads) if requested by riders.</p> <p>Final thought is convenience. As an Alta skier and a backcountry skier, I cannot—under any circumstance—envision myself using the gondola. It would be a major inconvenience to get in my car, drive to a hub, wait in a long-and-powder-panicked line to get into a parking spot, wait in a powder-panicked line to get on a bus, wait in a powder-panicked line to get on the gondola, AND waiting in powder-panic for Snowbird users to get off the gondola. Then, at the resort, I won't have a car to store my extra clothes and food, so I'll have to push my way through crowds competing for lockers... And only then, would I get to line up in a 2 hour lift line (still in powder-panic)! Not good. While this opinion is clearly selfish, I propose this opinion for consideration because I believe I am not the only person who would do this calculus. An EIS should study user behaviors and survey them on these scenarios in order to understand user sentiment and behavior to optimize a much-needed solution.</p> <p>Thank you for such a daunting undertaking. This is not an easy problem to solve!</p> <p>Best Regards, Austin Bourret</p> <p>Sincerely, mr. Austin Bourret</p>	Austin Bourret	Email
5385	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC rock climbing.	Jessica Donigan	Website
5386	If we simply invested less than a quarter than is being proposed in some of these options, \$50 million to \$100 million in buses, transitioning 50-70% of the people out of their vehicles and onto transit well before the mouths of the canyons; if we altered behaviors by not allowing cars to line up, implemented a toll that encouraged 4 people per vehicle, ticketed vehicles for having ill equipped tires, and enforced no roadside parking as should have been done years ago -- we could make a bigger dent in the dreadful traffic woes caused by cars and would have to build nothing more in our canyons.	Marcus Hall	Website
5387	As a davis county resident and frequent summer visitor (vehicle driven) of the cottonwood canyons, I would love the opportunity to park my car and take a gondola to the resorts rather than driving.	Michael Hopkins	Website
5388	<p>As a climber and backcountry skier I strongly feel that the Enhanced Bus alternative is the best option of the 3 proposed. Climbers need parking low in the canyon and this option least disrupts my access. Thanks!</p> <p>I personally think that the best option to reduce traffic and reduce the overall impact on the canyons will be the gondola option.</p> <p>I also want to make sure that the gondola option won't negatively affect backcountry recreationists such as backcountry skiers and rock climbers.</p> <p>I think this will be less impactful because:</p>	Patrick Wilson	Website
5389	<p>1 - It has the least amount of impact sites. This number is equal to the impact sites from the enhanced bus option without the road widening, but the impact sites for the gondola are much smaller and will thus have less impact on the surrounding environment.</p> <p>2- People get excited about riding gondolas. My biggest worry about focusing the solution on busses is that people generally don't think of busses as a fast transportation option. Even though the busses would technically get you to the resort faster, I feel that more people will choose to ride the gondola if it is an option. This will greatly reduce the amount of traffic in the canyons.</p> <p>Thank you,</p> <p>Cody Porter</p>	Cody Porter	Website
5390	As a climber and backcountry skier I strongly feel that the Enhanced Bus alternative is the best option of the 3 proposed. Climbers need parking low in the canyon and this option least disrupts my access. Thanks!	Patrick Wilson	Website
5391	As a regular recreation user of lcc I want to advocate for improved bus services without road widening.	Brittany Bickley	Website
5392	I think the gondola is a great idea. Less pollution and a tourist attraction in itself. Would like to see a combination of more buses in the near future and a gondola as soon as it can be built.	Nicola Nelson	Website
5393	<p>Dear Sir,</p> <p>Thank you for this study. Clearly the goals that UDOT uses for this decision both agrees and also disagrees with community and local government goals. UDOT's goal to meet the growth of automobile use is not a community goal.</p> <p>This proposal would encourage an increase in automobile numbers in the canyons. Yes, some alternative modes of travel are offered but they do not significantly reduce total automobile numbers. One reason is that UDOT does not really believe in safety as a goal. Bus travel is ten times safer than a private car. If safety was a main goal, then UDOT would be promoting transit as the major mover of people in peak times.</p> <p>Behind the scenes, there is an effort to widen roads. UDOT wants to increase the shoulder on most roads including those inside the canyons. This will amount to major bare exposed soil faces both unstable and a sight in conflict with canyon quality goals. I would not expand shoulders. Nor would I widen the roads which increases average driving speed. Narrow and slower roads are safer, based on analysis on state HW 12 and UDOT's proposal to increase shoulder width.</p> <p>Adding more lanes encourages increased auto use. Based on UoU's experience, increased access to the campus was achieved by reducing auto use. Auto use was regulated by controlling parking. Parking management is the key to controlling vehicle flow numbers in the canyon. The goal should be to limit auto use not to increase the level of service quality. Decisions that promote travel times and level service criteria fail in this situation and are inappropriate.</p> <p>This plan fails to integrate vehicle use with the ski areas. Working with the ski areas, any car travelling in the canyon needs to have a reserved parking permit to enter the canyon. If you don't have one, you have to go to a transit center and take the bus.</p> <p>One of the key problems with bus use is ski equipment. The solution is to work with ski areas to have reduced-rate ski equipment rentals at the resort. The bus passenger would arrive at the ski area, rent equipment, and, at the end of the day, return the equipment.</p> <p>Other options that involve rail or cableway modes of travel are problematic for this canyon. The long term solution needs to focus on most trips coming by light rail to the mouth of the canyon and then bus to the resorts. Car use should be limited to about half of what it now is.</p> <p>No mention is made of air quality issues. This is an issue masked by DAQ and ignored by UDOT. The cumulative air emissions need to be reduced to a level that makes it healthy to breath. With population growth and VMT growth higher than the population growth rate, air quality will be significant worse in serious inversions. This administration has ended the increased tail pipe emission reduction that we counted on to reduce pollution. With that in mind, new analysis is needed to plan a total system that reduces VMT in the air shed to a level that ensures the air is healthy to breath. We have become complacent during the past few years without serious inversions. We should not count on that in the future. Please let me know how these comments were considered, and how I can see the final document.</p> <p>Thanks, Jim Catlin</p>	James Catlin	Website
5394	I think it would make the most sense to enhance the bus service in Little Cottonwood Canyon to have very frequent potential bus stops all the way up the canyon. I go up there up to every 2 weeks year round to hike, ski, snowshoe, etc and I think I'd love it if there were more bus stops along the way up, maybe every 1/4 or 1/2 mile people can get on and off at different places for different climbing routes, hiking spots, etc. I don't think a gondola would help me and many others with the way we recreate. I don't always go to the top of the canyon. I go all over the place. I'd love to see traffic decreased and larger parking lots at the bottom of the canyon. I know it's a complex problem, but I think that having frequent bus stops would help a lot. I currently don't use the buses because they don't stop often enough, and I try to avoid peak days up there because it gets so crowded with car traffic.	Mara Green	Website
5395	I just want to say that losing ANY access, let alone a single boulder or approach, is so absurd and sad that I am unable to believe it. We have world-class granite climbing routes and boulder problems in our back yard that bring people from around the world here! Do not let this happened, please, there is a solution for both!	Lance Osborne	Website
5396	<p>We need to minimize impact on the canyon, as well as traffic/pollution. I believe that we need to encourage public transportation without widening roads.</p> <p>As a CWH resident, I would like to see the least amount of impact and traffic in my area. I am in support of imbalanced lanes and a gondola to help combat the traffic problem, but also minimize the environmental impact in the future.</p> <p>Even if SR210 were expanded to accommodate more traffic, it would still be impacted with avalanche control, which is one of the main reasons that traffic gets backed up. We need to be looking into long term effects of the canyon and the environment.</p>	Stephanie Shew	Website
5397	I go up Little Cottonwood 5 days a week and I support the gondola.	Paul Winter	Website
5398	For the sake of those of us who recreate in the lower canyon, and for the sake of the environment, please do NOT consider a tram! More bussing is the clear, cost effective solution.	Chandler Rosenberg	Website
5399	Hello. I support a widened road, with a flex lane that is ONLY ACCESSIBLE for mass transit / buses. Along with increased bus service, and more parking below the mouth of the canyon.	Brady Larsen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	Please support the BEST OPTION for Little Cottonwood canyon: GONDOLA PLUS LA CAILLE BASE STATION.		
5400	It may offer better mobility, smaller environmental impact, better air quality, fewer cars, etc. Bigger roads is only a temporary solution that doesn't address the root of the problem: long term growth up the canyon. An alternative to cars offers the greatest number of options for long term growth.	Michael Alley	Website
5401	I support the Gondola option with the La Caille base station	Newel white	Website
5402	I firmly believe the Gondola is the best option. I am an employee of Snowbird, and as much as I would hate to see the canyon get developed more, one of these options is inevitable given the time we are in. A Gondola would eliminate unnecessary traffic, decrease automobile accidents, and be the most environmentally friendly option. Increasing amount of Car traffic creates a further strain on UDOT avalanche control work, parking, and air quality in salt lake. Additionally, it could be run on sustainable energy, rather than our dependence on fossil fuels and cars. Finally, a gondola would provide a safer way for me to commute to work, where I already put myself in harms way performing avalanche control work. Thank you for considering the public's input!	Weston Keith	Website
5403	I support increased buses running in Little Cottonwood. Please DO NOT widen the road or build a gondola. These would have a negative impact on the already stressed environment.	Tyler Bench	Website
5404	Is doing nothing at all an option? There is plenty of precedent in Utah for increasing road capacity to only have that capacity gobbled up by increased development and use such that 5 years later you are talking about widening and building even more. I like the idea that the peak periods for winter use are a disaster on the roads. It spreads people out or they don't come in the first place. It seems like these improvements are really just a big state-sponsored gift to the ski areas. If the ski areas want this stuff, they can pay for it. If one of these proposals is inevitable, I would definitely choose to enhanced bus with no widening option.	Matt Jeglum	Website
5405	Gondola seems best.	Jordan Seldin	Website
5406	Of these three options given, I strongly prefer the Enhanced Bus Alternative (without roadway widening). Many of the popular climbing spots in Little Cottonwood Canyon are right alongside the road, and we need to protect them.	Kira Parker	Website
	From reading through all of the options, and seeing benefits vs. cost vs. chaos, it seems that adding more Buses without enhancing the roadway would yield the most benefit for the cost.		
5407	Really, I think that a toll or an annual pass and dollars devoted to officers checking tires would be an even better way to alleviate congestion in the Winter months, which is the largest chunk of traffic issues. Thanks for listening. Jason Fox	Jason Fox	Email
5408	The thought of building a gondola up Little Cottonwood Canyon makes me sick to my stomach, as does the notion of expanding the road significantly. Recreation in the form of climbing, hiking, observing wildlife, etc., exists within close proximity of the road and I do not want to see that heavily impacted. Please go with the least impactful option, which can be implemented immediately, to expand bussing instead of the other highly invasive options (road expansion and gondola). Thanks.	Lauren Callaway	Website
5409	I support the increased bussing option without widening the road. I do not support the gondola.	Melody Sieverts	Website
5410	I side with SKI UTAH and Alta Ski Resort and believe that the Gondola Plus the La Caille Base Station is the most holistic option to protect the canyon's pristine beauty for future generations.	David Malmborg	Website
5411	The proposed addition of large parking structures, addition buses and the gondola is a great idea.	Nicholas Clark	Website
5412	It pleases me to see all sides working together on this project , great job and stay focused, through that a solution will arise.	Dean Civile	Website
5413	My son, who spent 10 years traveling the Canyon, actually did his college thesis on constructing a gondola in Little Cottonwood Canyon and that was 5 years again. Traffic has increase greatly since then. I can't imagine a better solution.	Tauni Powers	Website
5414	I find that the Enhanced Bus Alternative (without roadway widening) is the only option that considers dispersed recreation, especially with the current pandemic, these activities should have as strong of a hold as our ski resorts do.	Grant Burton	Website
5415	I am strongly in favor of the gondola option. No pollution in the Canyon. Quiet. Constant loading and unloading not waiting for a bus. Much More pleasant experience than a bus. Loading and unloading is easier. My only concern is how it would work for Back Country Skiers and Hikers that want to access other areas of the Canyon than ski resorts.	Merritt Norton	Website
5416	There needs to be a big bold plan for the future. Adding more buses just seems to be a band-aid to the problem of congestion in the Canyon. Moving toward a gondola solution is going the right direction of solving issues in the LCC long term.	Tim Hendrickson	Website
5417	I strongly believe that the EIS as currently constituted completely fails the Wasatch and its happy users. The Gondola will not reduce traffic. Widening roads will not reduce traffic. Parking lots won't reduce traffic (because they invite MORE cars), while fundamentally and permanently damaging the Wasatch environment--which is the value that attracts people to the area. The best solution is a better supported and a better planned bus system. UTA is the right entity to fund and to work with in these efforts.	Michael Peck	Website
5418	I support the enhanced bus service without road widening in LCC to minimize environmental impact in the canyon. I am an avid climber, skier, and hiker and spend time in LCC every week of the year with my family. Roadway widening would be devastating to the world-renowned, irreplaceable climbing in LCC. This is a natural treasure that is vital to our community and needs to be protected.	Cheryl Pirozzi	Website
5419	I'm a passionate, lifelong LC skier. And I want to preserve it for the generations to come. I support the Gondola option. It seems to be the best option moving forward.	Parker Dunn	Website
	Dear Utah Department of Transportation, I'm writing to let you know that I have thoroughly considered the proposal options and support the Wasatch Backcountry Alliance's conclusion that enhanced busing without road expansion is by far the best solution for the canyon, for the public, for resort and backcountry users, and for the expense. Not only would a gondola be wildly expensive and have a significant environmental footprint (as well as serving as an eyesore and viewshed disruption), but I'm certain that it will be more of a novelty item than an effective and efficient transportation solution. I'm certain that the resorts up the canyon have a biased opinion--a gondola is a fun marketing talking point. But it is NOT the most efficient, environmentally friendly, and FAST transit solution. A gondola also leaves out a large number of backcountry users who would have stopped at trailheads and thus need to just take their cars.		
5420	I've heard that the gondola would operate in the winter only, thus not alleviating summer traffic concerns. And if it operates during resort traffic hours only, it fails to serve the public who would have gone up early in the morning or evening (which includes a large number of backcountry users). I beg you to consider the lasting environmental ramifications at stake and, instead, offer a low-cost, schedule-enhanced bus system with a great transit hub people can park at and hop onto the next bus. This will serve resort skiers and backcountry skiers as well--and anyone who wants to visit our beautiful canyons. It's the simplest solution, the best value, and the fastest to implement. As someone who spends considerable money at our local resorts and a large amount of time in our backcountry as well, I'm considering the issue from all angles and have researched and contemplated it. Thank you for your consideration. Sincerely, Ms. Beth Lopez	Beth Lopez	Email
5421	Bussing is the only acceptable solution! A tram will have too many negative impacts on the environment, residents and those who recreate in the lower canyon. Please don't make the mistake of adding a tram. More buses is the best solution.	Tommy Rigby	Website
5422	Hi, I would like to submit my support for the Bussing alternative without the widening of roads as it seems to offer the least impact on the wildlife in the area. It seems to be a fairly good solution for Zion NPS. Thank you!	Sarah Schlaefke	Website
5423	I support the enhanced bus option for LCC. As a Snowbird skier, climber and hiker I feel this option will be sufficient in keeping the traffic down (I ride the bus whenever possible) and most importantly has the least environmental impact. Widening the road or adding a gondola will destroy valuable parts of the canyon- parts we will not be able to get back. I support keeping the canyon as wild as possible and the added buses are the best option for this.	Lendy Gillespie	Website
5424	I support the gondola project & preserving the canyon and wilderness. I do not think the other 2 options proposed will really fix the issue, and would cause more problems than the gondola project.	Amanda Punzalan	Website
	As Executive Director of FRIENDS of Great Salt Lake, I am respectfully submitting the following comments on the Little Cottonwood Canyon project. FRIENDS of Great Salt Lake is a membership nonprofit organization whose mission is to preserve and protect the Great Salt Lake Ecosystem through education, research, advocacy, and the arts. The long term vision of FRIENDS is to achieve comprehensive watershed-based restoration and protection for the Great Salt Lake Ecosystem. With these principles in mind our concerns with how we responsibly address transportation impacts from our growing population in the Great Salt Lake watershed are of paramount importance to the extraordinary values inherent in the Wasatch Mountains and its National Forests - not just as a contributor of important inflows to the Lake but to our quality of life as well. Thank you for your consideration of these comments. In saline, Lynn de Freitas, Executive Director		
	One of these proposals stands out as particularly destructive to the watershed and viewshed and recreation of the canyon. The proposed gondola up Little Cottonwood Canyon would do little to solve the transportation problems facing the area and would only encourage more drivers, which is what has caused this problem in the first place.		
	As proposed, the gondola will require two transfers, from car to bus to gondola which will be logistically problematic. The plan identifies a 2,500 car parking garage at the mouth of Big Cottonwood canyon. This will cause a few problems. First, anyone driving from south of the canyons will need to drive past Little Cottonwood (presumably in traffic) to park in the garage. If they are coming from the north, they will still need to line up to enter the massive parking structure. Then both groups will need to catch a bus to the base station and then transfer to the gondola. Not only does this plan create a logistical nightmare at the base of the canyons, but it puts way too much emphasis on vehicular travel. Encouraging automobile travel is the opposite of what we need in our canyons. We need to have viable alternatives to personal vehicles. The fact is that although these ski resorts are in beautiful mountain terrain, they are at the edge of a major city and need city transportation solutions.		
5425	This plan spends hundreds of millions of dollars (\$400 Million for the gondola) and doesn't do anything to solve issues in Big Cottonwood Canyon. Big Cottonwood may not have as much traffic as Little Cottonwood, but it is not far behind. We need a plan that addresses transportation issues in both canyons. In fact the 2500 car parking garage for the gondola up Little Cottonwood will be placed at the mouth of Big cottonwood canyon several miles away increasing traffic to get into Big Cottonwood. The gondola plan endangers important sites for other uses in the canyon. The base of little cottonwood canyon is home to some of the greatest rock climbing in the world. People move from all over the world to live in SLC for that climbing, the base station for the gondola will destroy many of the boulders that climbers use and will possibly hurt access to many of the cliffs. It also doesn't identify what will happen to backcountry users. Will non-resort users be allowed in the canyon? The gondola won't be stopping anywhere except Snowbird and Alta. Backcountry skiers, snowshoers, and hikers are completely ignored in this plan. The bases of the gondola will require significant construction throughout the canyon, it will also permanently change the watershed and viewshed of the canyon. 800 foot tall towers will forever be a part of the canyon views. All for a gondola that will likely only be operating for 3 or 4 months of the year. There are alternative options. UDOT seems to have made the bus plans in its proposals an afterthought. But, unlike a gondola they can be enhanced over time. UTA already has a robust transit system throughout the valley, we can run Bus Rapid Transit like vehicles from locations throughout the valley directly to the resorts. Allow backcountry users to use the bus by having stops mid canyon. And create tolls for Little Cottonwood in the winter so that people are encouraged to take the bus but can drive to backcountry locations if they need to. In Salt Lake City we are blessed with amazing National Forests right at our doorsteps. These mountains provide us with clean water and endless recreation. Let's not cave to corporate skiing interests that would change them forever.	Lynn de Freitas	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5426	I would support better bus-based transit options. I am opposed to the gondola which is expensive, has capacity issues and won't solve many of the congestion problems. Plus, where are all the people going to park?	Hal Crimmel	Website
5427	I've been hiking around and rock climbing in Little Cottonwood canyon for the past 25 years! Nothing beats hiking through the pines while gazing at the beautiful granite formations and blue sky. It's a place where I go to decompress and reflect. To think that it could be compromised for the almighty dollar makes me sick!.... and for what?! So tourists can make it to the ski resorts easier? What about all the locals who have lived here our entire lives? The tram would be a giant eyesore and Constant reminder that profit over rules compassion. The people that use this canyon on a daily basis do not want to have the views ruined by this metal garbage covered in logos and advertising! keep the tourists in Park city! Please don't ruin Little Cottonwood Canyon! I ski every season and never find any issues getting to the resorts! There's no reason to exploit something so beautiful! PLEASE IM BEGGING YOU FROM THE BOTTOM OF MY HEART!!! PLEASE SAY NO TO THE SKI TRAM!	Bryce Johnson	Website
5428	Please see comments from Mike Marker/Craig Osterloh...I unite with them and the general comments from the Little Cottonwood neighborhood community.	Scott Whipperman	Website
5429	As someone who lives near Wasatch Drive, I'm unenthusiastic about broadening it. As someone who hikes in the canyons, I'm unenthusiastic about a gondola, which I hear is being talked about. And as someone who tracks the progress of climate change, I'm not sure we should be building infrastructure to support an industry that won't exist in a few years.	Elijah Millgram	Website
5430	Thank you for allowing the public to provide input on the proposed changes to the Little Cottonwood EIS. As a skier, hiker, and climber who frequents the canyon I want to provide my perspective. There is no doubt that transportation in Little Cottonwood canyon is an issue on some days, mainly weekends and storm days. That being said, I think several issues should be taken into account before making sweeping changes that may only be useful for a small fraction of the year. Little Cottonwood Canyon is a gem, one of the most beautiful canyons in the state. Putting a gondola through the canyon would forever alter the viewshed, with many large towers stationed throughout the canyon. This needs to be strongly considered and weighed against the positive impacts of having a gondola. My main concern however lies with roadway widening proposals. The intent to reduce or eliminate roadside parking will have wide-ranging effects on a variety of recreational user groups. Many world-class backcountry skiing, bouldering, and rock climbing destinations exist all over the canyon, scattered liberally all the way from the park and ride to grizzly gulch in Alta. Any parking restrictions must be carefully tailored to avoid restricting access to these special places. I hope that the Salt Lake Climbers Alliance will be consulted for advice on how to avoid reducing access to these amazing opportunities within our national forest. Little Cottonwood is a world-class bouldering area, with a long and rich climbing history. Many of the world's greatest climbers have come here to test themselves on the pristine granite boulders that scatter the canyon floor. Many of these boulders lie quite close to the existing roadway; thus I am worried that widening the road may result in the destruction of some of these boulders. I think this should definitely be taken into account if the widening of the roadway does occur. These boulders are a treasure to both local climbers and visiting climbers and it would be a shame for future generations to miss out on the amazing bouldering opportunities that we have enjoyed there for so many years. Once again I thank you for the chance to offer my input and sincerely hope that a decision is made that both improves the congestion and avalanche control problems on the road and does not hurt non-resort skiing user groups. -John Pikus	John Pikus	Website
5431	I support the construction of the Gondola with the La CAILLE base station. Furthermore I support tolling all private vehicles in LCC with exceptions for staff and residents. I believe the Gondola will allow for decreased traffic, decreased pollution in the canyon, and increased sustainability of winter activities.	James Hunter	Website
5432	Gondola	MIKE BARNARD	Website
5433	UDOT needs to prioritize safety above speed and capacity. Validate local access concerns such as: • Local traffic turns in and out of eleven residential streets during heaviest ski and commuter traffic periods. • Provide safe access up to federal guidelines for all users that are expected to utilize this residential stretch of Wasatch Blvd including bicycles, pedestrian, park going people, kids going to school, etc. They have been forgotten while UDOT tries to make improvements for better access for ski traffic and commuters. • Three-lane configuration is still the best model. If busses will travel without stopping from the Gravel Pit mobility hub (skiers) or 9400 South & Highland (commuters) to a destination outside the urban segment of Wasatch Blvd, then they do not need to travel in the shoulders (where they would be needed if they were to pick up passengers within our city). UDOT/UTA have already confirmed that Express Bus service to each resort is requisite. Likewise, it is necessary that UTA implement Express Bus service for commuters heading to Research Park, U of U and downtown. Since most recreation and commuter travel is unidirectional, there is no need for two bus lanes. Locate one Express Bus Lane in the center between one lane in either direction. Commuters travel north in morning and south in afternoon on weekdays/non-holidays and recreationists travel south on weekend/holiday mornings and north on those afternoons. One lane will satisfactorily handle the Express Buses. A simulation of this traffic model could be developed and presented to the public for further comment.	CYNTHIA MECKLENBURG	Website
5434	Similar gondolas used in Europe significantly reduce congestion and have increased accessible for all, while preserving the environment.	William Sayre	Website
5435	Thank you for putting together these proposals. This is such a huge effort. My main concern is the time required to get up the mountain. For locals, one of the greatest things is the accessibility of the mountains. A one hour gondola ride is not as efficient as I hope. It means to spend a morning in the mountains I spend 2 hrs (round trip) on the Gondola rather than the 20 min drive it currently takes. Even on a bad traffic day it may take an hour to get up there but only 20 min to get back down in the mid day. That is still 40 min less time "commuting". So from a time saving perspective I am in favor of options that keep travel time to a minimum. I am willing to take the bus if the bus will get me there faster than a car. That hasn't been the case in the past so I continue to drive my car (usually with kids).	Kyrk Wright	Website
5436	Heavy user of Albion basin at Alta with two small kids. I prefer the modified gondola option that Alta supports - lowest impact on LCC is best. I'll live with the extra 30 minute drive.	Travis Taylor	Website
5437	I am writing in support of using an enhanced bus plan without roadway widening, and vehemently against the installation of gondolas, to address the transportation issues in Little Cottonwood Canyon. Installation of gondolas would have a severely negative impact on all user groups of the canyon outside of those utilizing the resorts. While I recognize the substantial economic impact of the resorts, it seems unfair and short sighted to even consider a plan that would permanently damage, and in some cases largely destroy, the canyon for other user groups, many of whom call Salt Lake home year round. This is especially true considering there are management alternatives to gondola installation that address the issues while being fair and agreeable compromises between all user groups, and that do not irreparably alter the canyon for those who recreate down stream from Alta. As a frequent and long time user of the canyon, and one who is unwaveringly in awe of it's beauty, I urge you to adopt the plan that would least impact the unique majesty of this wonderful resource. Thank you very much for your time and careful consideration.	Rocco Bocchicchio	Website
5438	After reviewing the impact of each option, I support enhanced bus service as this causes the least amount of impact on the canyon. Little Cottonwood Canyon is a unique canyon that we need to protect from additional road widening or gondolas.	Dallin Sumpter	Website
5439	I am in favor of Alternative 3 - Gondola	Mike Mallon	Website
5440	I would support the enhanced bus alternative but without any more road widening.	Bert Young	Website
5441	I love this idea and hope it gets passed!	Brenley Hansen	Website
5442	I think the gondola works option with the base at La Calle would be such a great solution.	Larry Parkinson	Website
5443	Personally I do not agree with a gondola. Increase bus and dedicated bus lanes. Or get rid of the ikon and epic passes. Traffic got worse and did not allow for a more organic progression towards increasing traffic in the wasatch	Mason John	Website
5444	Extend this base station all the way to the parking garage or else it's still pointless	Josh Christensen	Website
5445	As a resident of Alta Approach and a skier, I appreciate the thoroughness of this study. The alternative I think is best is the #1 Enhanced Bus Service. This alternative will provide sufficient transportation without disturbing more of the natural environment. It is pragmatic and practical while providing planners room for adjustments (tolls, permits, additional stops, etc.)	Mary Ellen Navas	Website
5446	I think ALTERNATIVE 1 ENHANCED BUS SERVICE makes the most sense and is the practical and pragmatic. It also gives planners the greatest number of alternatives going forward, for making adjustments, such as load, road structures, tolls etc to the system. It also promises to cut emissions in the canyon based on bus drive systems.	Bob Archibald	Website
5447	GONDOLAS ARE A TERRIBLE IDEA. THEY ONLY HELP THE SKI AREAS AND NEGLECT SUMMER HIKERS AND USERS. PLUS THEY WILL BE A MAJOR EYE SORE IN THE CANYONS. ANY OTHER ALTERNATIVE IS BETTER.	Don Kauchak	Website
5448	I believe expanding parking at the base of the canyons and increasing bus capacity is the only acceptable solution for Little Cottonwood Canyon. Right now, congestion only plagues users on powder days and holidays, so why invest in a costly, unsightly gondola that will only minimally release traffic? An enhanced bus system coupled with expanded parking areas would make riding the bus more attractive and reduce canyon traffic without dramatically increasing the transit time for skiers, unlike the gondola. A fine could even be imposed on cars driving up the canyon based on the number of occupants of the car to further incentivize using the bus system. The gondola would simply divert the traffic problem- a bottleneck would be created not only at the base of the gondola, but also at the parking lot to catch the bus to the base of the gondola. Having to transfer twice would be a nightmare for all users, especially families. This should be alarming to the ski areas, especially Alta, which prides themselves on being a family-friendly resort. Additionally, if 20,000+ skiers are attempting to get up the canyon on high-traffic days and the gondola only has an uphill capacity of 900/hr, at best 2,700 passengers will ride the gondola during peak traffic hours. This would only reduce the traffic problem by less than 15%- hardly worth the unsightly environmental impact of the gondola and the colossal inconvenience of riding it. In conclusion, the gondola is much more trouble than it is worth, but an increased bus system and parking capacity would be less work to implement with greater benefits to the community. Why ruin our gorgeous canyon with an unnecessary gondola when a much easier solution is available?	Natalia Crimmel	Website
5449	The GONDOLA PLUS LA CAILLE BASE STATION is the best option. 1. NONE OF THE PROPOSALS PRESENTED HEREIN represent a viable solution to the LCC issues. ALL WILL CAUSE IRREPARABLE HARM TO THE NATURAL ECOSYSTEM and will cause increased traffic and congestion. We need to look at other alternatives before investing in proposals which will increase congestion in the area. 2. WASATCH BLVD SHOULD NOT BE WIDENED. Any proposals to widen the road will only bring more traffic and more congestion, and move existing 'pain points' closer to the canyons. 3. VIABLE SOLUTIONS TO LCC TRAFFIC ISSUES INCLUDE: limiting car counts, requiring car pooling, assessing tolls, enforcing no parking areas along canyon roads. All of these options could be implemented with virtually no funding, thereby allowing excess funds to be directed toward increased transit.	Karl Marshall	Website
5450	Gondola for sure. Less impact on the canyon the better. I love the Bird!	Rob McGee	Website
5451	I will be very close to the new road and you will decrease the value of my home. Put another way you will screw me on the sale value of my home. Do you people even consider how you will hurt people in this fashion? Is there anyway I could be compensated....not a chance in hell.	Michael Holliday	Website
5452	You will just screw me. Thanks a lot. An unhappy citizen.	Chris Campana	Website
5453	To accommodate the most people AND be the most flexible, a gondola makes no sense. People aren't solely going to the ski resorts. People aren't going to leave their cars behind if they can't get to the hiking trails, picnic areas, & campgrounds. We ought to be creative enough to come up ways to give people incentives to do what they want AND get to where they want to go. I'm willing to pay more (especially if part of that is for jobs for bus drivers & related services) if it will actually give people what they want, not just give the resorts more customers.	Katherine Lake	Website
5454	I have been a climber skier and snowboarder for 40 years in little cottonwood canyon. I believe the only fair and wise decision would be improving and enhancing bus routes. Gondolas would ruin priceless climbing and hiking and biking resources forever. Please don't make that mistake.	Mike Call	Website
5455	All alternatives should be treated equally. Rail has not been considered appropriately. Rail is best long term, year round, environmental solution Rail is most cost effective and has best Life Cycle Cost	Ryan Snow	Website
5456	Please construct the gondola!! The canyons need to be free from car traffic, especially during winter/ski season. The gondola would also lessen car accidents, from snow, ice, and animal crossings during the winter months. I have been stuck up the canyon for 5 hours due to too much car traffic, it is time for that to stop!! The air, animals, and humans using the great outdoors in these canyons deserve better, it is time for us to implement this gondola!! --- I also support it being constructed in Big Cottonwood Canyon as well.	Samantha Beatty	Website
5457	The installation of a gondola system would be extremely detrimental to the environmental surroundings not to mention disregard the natural capacity of the canyon itself. I support an improved public transportation using buses if it has shown it's capability to actually alleviate the stresses of traffic during peak hours, however it seems a bit out of touch that the overhead production isn't being managed by a public transportation agency.	Jacinda Lee	Website
5458	I'm very against the Gondola option	Gwen Springmeyer	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5459	Should start with easy simple and cost effective measures. For example, to charge a high toll for cars. Implement like the highway tolls so cars don't have to slow down to pay it. That and the expanded bus service are clearly the path to pursue. The other solutions are poor ideas as has been detailed by others.	Ed DiBella	Website
5460	I live 5 minutes from the mouth of the canyon. we purchased our home with that distance being a plus. I would hope that living here will keep me from driving further to on a gondola. that and I am sorry to see the cost rise due to cramming the resort to full. the need for more has to have a limit	Herb Witte	Website
5461	Please note that since 1990 I have vacationed, then lived for a season, & have recreated year round in the majestic Little Cottonwood Canyon. We have a priceless wonder in Salt Lake County, the steep, deep canyon that is LCC. I continue to heartily endorse enhanced bus service, LCC EIS Alternative #1. Here in SLC, this is where we live, raise families to appreciate LCC's natural beauty upclose & from a distance, & of course head to LCC whenever we can. We have an incredibly accessible area of forest, lakes & commercial resorts in LCC rather than more remote areas such as in Alberta, Canada. More traffic lanes (peak period shoulder lanes) coupled with enhanced bus service (LCC EIS Alt #2) or a gondola (LCC EIS Alt #3) to deal with tremendous snowfalls perhaps up to ten days a year will not improve anyone's quality of life or quality of experiencing LCC. Finally enhancing bus service, my choice of LCC EIS Alternative #1, would help on these handful or two of super snowy days & other less snowy days. Julia & Roger Lester & family	Julia Lester	Email
5462	I think UDOT should be considering the La Callie based gondola. It seems to make more sense for a number of reasons. Expanding bus service, or expanding the road and bus service, does not solve any of the snow related problems like avalanche closures, heavy snow on the roads, bad drivers wrecking cars and blocking traffic, or parking more cars up the canyon. The proposed gondola from the canyon mouth will not carry enough people per hour to make a real difference in traffic levels, and there is nowhere to park a huge number of cars at the canyon mouth. The cost of all the road construction and maintenance of an expanded road is also really high. Why not work with the private land owner to build a gondola further down canyon where there is more parking, could be restaurants, bars and other commercial activity, and would potentially raise property values in the area around the base station. The CO2 emissions would be way lower than cramming MORE cars onto the road. I have skied all over the EU and almost every town has some gondola system or tram system to bring loads of people up the mountain without requiring cars. They work great. It's also the only solution that will allow us to move people up and down canyon after a road closure. Please consider this solution!	Risa Drew	Website
5463	We should let science determine the carrying capacity of our Canyons. Therefore the less increase in visitor numbers the better. Thank you, Nancy Wingelaar	Nancy Wingelaar	Website
5464	I am in favor of the LaCaille Gondola Proposal	Kerwin Knutson	Website
5465	I am here to say NO gondola NO road widening for a bus lane. These options do not satisfy what this canyon needs. Little Cottonwood Canyon needs fewer people on the road. Fewer people leads to less destruction. The only option I personally would consider is more and better bussing systems WITHOUT widening the road. The number of people allowed to access the canyon should be limited and monitored. I have worked at Snowbird for 6 going on 7 years. The number of people I have seen flood into the canyon in the last two years is unacceptable. These people do not LOVE the canyon-like the people who have been there for years, people do not respect the canyon-like those who have been there for years. NO GONDOLA, NO ROAD WIDENING GET A BETTER BUSSING SCHEDULE/SYSTEM	Mikayla Austin	Website
5466	I believe that the best option for mountain transportation would be the improved bus system via a dedicated shoulder lane. I think that this would improve the speed and efficiency of the buses up and down the canyon while simultaneously cutting down slow moving traffic in the canyon. This would also have a lower environmental impact as well as a less expensive budget when compared to a gondola system.	Wilson bielaczyc	Website
5467	Hello, I would like to state that I am in support of the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC recreation and create the least amount of environmental impact. Thanks! Josh	Joshua Beckner	Website
5468	#1, please, never ever put a tram up LCC.	ERIK Ostrander	Website
5469	#2, please use existing resources before widening the road. Use more buses and increase parking Outside of the canyon. Even with a wider road there is still not enough parking in the canyon during peak usage.	Mike Mooney	Website
5470	I support the Little Cottonwood Gondola I am in favor of the Gondola idea! I really think a reduced vehicle stream in this canyon would be beneficial to our air quality, wildlife, and also to human safety from traffic crashes (especially during inclement weather).	Brooke Lee	Website
5471	Dear Utah Department of Transportation, Mountain lover who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Mrs. Carrie Meek	Carrie Meek	Email
5472	Light rail through to PC	Dave Huston	Website
5473	Please, please, please do not build more in our canyons!!! I am an avid hiker and skier and do not want more building and destruction in these incredibly valuable canyons.	Judith Gooch	Website
5474	The gondola to me seems to be the most sustainable approach, which will not only benefit the winter-sport-enthusiasts but also the locals, due to reduced traffic, no noise or air pollution and better access. The gondola, as the most environmentally-friendly solution will lead the way for future generations to enjoy the canyon as best as possible.	Sarah Harwardt	Website
5475	More is not better. There is no need for greed to drive these decisions. Keep it a quality experience not a quantity one and people will be more inclined to come back. IKON and EPIC passes are a disaster that is driving this. None of these proposals are adequate. What needs to be done is to cap resort tickets to a manageable level, all ticket sales made on line with a voucher, and ticket sales should be incentivized to encourage bus travel (largest discount) and car pooling (discounts based on #passengers), or staying overnight at a resort. If you are single skier driving up alone, you should pay a steep premium. Some form of enforcement would have to be worked out, but this could be done and put on the parking attendants. Anybody without a voucher (back country skiers, hikers, etc.) would simply be allowed though the canyon but not allowed in the resort parking areas. Most of these folks are going to smart enough to avoid prime ski traffic hours anyway.	Bruce MacWilliams	Website
5476	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	David Brotman	Website
5477	As someone that enjoys both climbing and winter sports in LCC, the main goal of this process needs to be the preservation of LCC's natural resources and the reduction of human impact. Enhanced bus service is clearly the best avenue to achieve these goals while still allowing for egalitarian access to LCC. The bus service in both BCC and LCC during the winter, while not being perfect, are clearly working and provide a great experience. Look also to places like Zion national park that have faced similar issues with high levels of car traffic and have solved them with the use of bus services on existing road infrastructure. I am in favor of a blanket ban on cars in LCC to allow for efficient bus service and public transportation. This is the best and fairest way to keep providing access to LCC for everyone that wants it. We cannot keep cramming cars into a canyon of limited size, but allowing cars to park outside the canyon and providing efficient public transport into the canyon will let everyone enjoy it for years to come.	John Sadiik	Website
5478	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Nick Friedman	Website
5479	I am in favor of the gondola solution with a La Caille Base Station. Further, I think we should have mandatory Traction Control Rules in effect from November 1 to May 31 AND implement a toll tag system for both Cottonwood Canyons. I am a part time resident of Alta and own a home there.	Chad Horne	Website
5480	I support the Enhanced Bus Alternative without roadway widening. I would hate to see this wonderful local outdoor attraction altered or access inhibited due to both temporary and permanent complications due to new construction. I believe an effective alternative would be to make the canyon a fee area or require a parking pass. This could both discourage unnecessary travel while encouraging carpooling or bus use. Less traffic, less impact, and less accidents without closure, cost, or alteration. Let those who pay the daily/seasonal fee offset the cost of maintenance and low fare for the bus service.	Dave Warton	Website
5481	Please go with the gondola!! Save our canyons and do not widen the road to create more lanes for busses! The impact alone on this unique canyons streams and wildlife and rock structures needs to be preserved! Plus long term the gondola just makes sense and is so much more sustainable. Please please please don't dig into this canyon!	Emily Reeder	Website
5482	Hi, I just wanted to voice my opinion on which option I think would be best to alleviate the congestion in Little Cottonwood Canyon. I think by far the best would be the Gondola option. The environmental impact of adding the Gondola would be far less than carving into the side of the mountain or adding additional bus transportation that creates more pollution. Thank you for giving the community the opportunity to speak up about this matter as I know so many locals are frustrated with the congestion that has continuously increased over the years. I know the Gondola is not the most cost-effective option, but I do hope that the people will realize that the Gondola will have the most positive effect on Little Cottonwood for years to come. Thank you!	Gabriella Pineiro	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5483	<p>To Whom It May Concern:</p> <p>We are concerned about the options outlined for transportation in the Canyons. Of the options outlined, Alternative 1 is the best.</p> <p>Alternative 3 is NOT a good idea. We don't need gondolas. They are expensive, especially considering that they are only used part of the year. They might actually increase the traffic problem, rather than improving it, because some people might come just to ride the gondola. Besides, gondolas detract from the view of the mountains. And what would you do with them during a pandemic? Send up each faily in a separate gondola? In a bus, you can at least have people sit one to a row.</p> <p>Alternative 2 is unnecessary. We don't need to widen the Canyon road. The roads are already takes up a lot of space in a narrow canyon. The wider the road gets, the more you have to dig into the sides of the Canyon, a destailizing force. It just adds more to the negative visual impact.</p> <p>Alternative 1 is the simplest and best of the three. But it would be better if you were to disperse parking all around the Valley, so residents (and tourists) can easily access a bus from many places. How about using some of those old shopping malls that are sitting empty?</p> <p>In addition, charge a very significant toll on any car that drives into the Canyon. Right now, it's cheaper to drive than to ride the bus. No wonder there are so many individual cars!</p> <p>We are very concerned because monetary gain seems to be the highest priority right now for the Wasatch. To us, there are many greater values than money. What about clean water, natural areas where we can enjoy some peace and quiet, and protections for this fragile ecosystem? These cannot be bought, for any price. The Wasatch is a gift that provides us with these beauties, but only if we protect it carefully. Please listen to our voice and those of others who love these mountains as a quiet refuge.</p> <p>Carolyn Clark & Rick Gamble</p>	Carolyn Clark	Email
5484	<p>Alternative of Enhanced Bus and no additional roadside capacity, but no reduced roadside parking. Climbing access is huge, and this will effectively shut down access in some areas.</p>	Benjamin Carney	Website
5485	<p>I support the gondola alternative because:</p> <p>a) it is the least expensive alternative;</p> <p>b) will reduce traffic congestion in the canyon;</p> <p>c) is the most environmentally friendly alternative because it will reduce car exhaust, it will reduce the amount of roadway pollutants that are carried into Little Cottonwood Creek through surface water runoff, and it will reduce noise pollution for backcountry enthusiasts.</p> <p>d) will allow for convenient and quick access to the ski areas.</p> <p>While I support the gondola alternative, I believe it should be modified to include an additional parking structure closer to the gondola base so that bus travel time is reduced. The long bus ride from 6200 S (the mobility hub) will discourage the public from utilizing the gondola.</p>	Calah Worthen	Website
5486	<p>Overall, I am very concerned that the draft EIS report does not adequately analyze the impacts of the Alternatives on dispersed recreation, especially in the lower portion of Little Cottonwood Canyon.</p>	Jarhett Jones	Website
5487	<p>I am in full support of a gondola system and as one of the original architects of Snowbird I proposed this 50 years ago. A gondola system will have far less impact on the environment both physically and visually than avalanches snow sheds and widening the road with massive cut and fill. Further the gondola is far safer than driving. Also the I</p>	Jack Smith	Website
5488	<p>Please consider keeping roadside parking open. Thank you!</p>	Matt Lutey	Website
5489	<p>PLEASE no gondola! This will ruin the beauty of the canyon!! And it will still mean there will have to be more parking spaces made somehow. I don't see this as a good solution either short or long term. The low hanging fruit is enhancing the bus service. PLEASE work with UDOT on this. I think we have learned from COVID19 that many, if not most people, will get used to some inconvenience or a need to change behavior. Can't the Forest Service (or other authorized entity) put a cap on number of cars allowed in the canyon?!?! Once people get over being mad, then maybe they'll carpool or take the bus with the Enhanced Bus Service.</p> <p>PLEASE - we must not ruin the beauty & water quality of this canyon. If you widen roads then they just fill up with more cars and we end up with no solution to the air pollution and congestion.</p> <p>Put limits on visitor numbers/car numbers. Create good signs explaining new rules and educating about the value of the watershed. Pay for enforcement of the rules. Provide more buses. Require the community/citizenry to change its behavior. They'll adapt. Save our tax dollars for the most sensible, long term solution - PLEASE!</p>	Sylvia Wilcox	Website
5490	<p>Would rather see more ski buses than a gondola</p>	Jordann Brendecke	Website
5491	<p>I prefer the option of adding more buses in the canyons rather than widening the road and adding snow sheds or building a gondola.</p>	Jennifer Lawton	Website
5492	<p>Please don't put a gondola in or widen the roads, enhanced bus services would be the best route. Gondolas only benefit the resort and not everyone that uses the canyon and only would be useful in the winter. Please add busses to the roads and to both canyons not just little cottonwood canyon.</p>	Cody Wratten	Website
5493	<p>I grew up in Utah and have enjoyed being back for the last 8 years. I can clearly see Utah's growth. I listened in on the public meetings in June and have reviewed the three final plans. As a resident of Cottonwood Heights and a candidate to represent House District 46 at the Utah Legislature, these decisions will impact me and the people of our district, either for the better or the worse. I strongly support Mayor Peterson and his desire for a phased approach. Much could change between now and 2050. Will global warming decrease our snowfall and mean less people traveling up to ski? Will a new generation prioritize air quality enough to prefer taking public transit? Why not set the speed limit on Wasatch Blvd at 35 mph for the coming year and see how this impacts traffic flow? Would this simple change encourage enough people to stay on other north/south road options that the widening of Wasatch is no longer necessary? During the coming year or so, as state funds are drastically reduced due to the pandemic, this is a time for us to be creative and to try some bold, low-cost, environmentally friendly options.</p> <p>I'm receiving comments from my neighbors. No one I have heard from has embraced any of the three final options. For all of us, the enhanced bus service with widening of the Little Cottonwood Canyon segment of the road is the least desirable.</p> <p>Many comments I have heard focus on considering what the canyon can reasonably handle. We would encourage an open discussion on this topic between state leaders and Alta and Snowbird before simply assuming that the taxpayers of our state are ready to give hundreds of millions of dollars to encourage more people to arrive at ski resorts than already do.</p> <p>I applaud your goals of reliability and safety. I appreciate the many hours you have all spent planning and sharing the plans. I am glad you have encouraged comments and are listening to our feedback. The overwhelming response I hear from people is a plea to protect our neighborhoods, incentivize public transport, and minimize impact to our fragile, beautiful canyons.</p> <p>Gay Lynn Bennion Candidate - Utah House of Representatives, District 46 July 9, 2020</p>	Gay Lynn Bennion	Website
5494	<p>How do we plan for future transportation in Little Cottonwood canyon, which is affordable, yet convenient, fast, efficiently delivering many people to multiple destinations in the canyon, not just to Snowbird and Alta ski resorts. It will be particularly important that the transportation system be efficient, affordable, so that the majority of visitors to our canyons use that transportation system. Getting people out of their vehicle and onto a public transportation system, should cut down on vehicle travel, lower air pollution, protect the watershed and preserve a major source of drinking water for the Salt Lake water system.</p> <p>Records show that vehicle travel up Little Cottonwood has been increasing, for as long as I can remember. Statistics show that numbers have been radically increasing in recent years at a rate that cannot be sustained, and something must be done. Quite simply, there is no additional parking available in either Little or Big Cottonwood canyons. Traffic is jamming up, there are not adequate parking with restrooms always during the year.</p> <p>Building a tramway up Little Cottonwood would be an ugly distraction to the beautiful environment of the canyon. Given the minimal number of people it can transport per hour, especially during the ski season, costs to operate this system are extreme. Furthermore, this planned expenditure will only benefit the resort businesses of Snowbird and Alta and paid for, by the taxpayers of Utah. This is totally unacceptable! The system that is needed should be reliable, flexible, and able to deliver travelers to many destinations along the total length of the canyon during all seasons of the year. A reliable system would efficiently ferry climbers, hikers, visitors, resort skiers, as well as backcountry skiers and sightseers. For this requirement, a bus system is the only thing that will work. I believe cars in the canyon will never completely go away; they may only be limited by the number of parking spaces. Therefore, there needs to be inducements to pursue drivers to use the bus transportation system.</p> <p>In the effort to improve efficiencies in the canyon the third "flexible" lane of traffic should be added, along with snow sheds in avalanche paths, more parking lots in the canyon with restrooms, especially tripling the size of the White Pine parking lot.</p> <p>My last thought is that, we do not need further resort expansion into areas such as White Pine, Grizzly Gulch, chairlift going up Emma's Ridge, enabling skier to ski down from Emma and the other sides into Cardiff, Days and Silver Forks or skiing off the south, back side, of Alta. I do like the idea of constructing a huge parking lot, being placed in the now existing gravel pits to the north of Big Cottonwood canyon.</p> <p>Robert Myers, Lodge Maint. Director Wasatch Mountain Club Foundation</p>	Robert Myers	Email
5495	<p>I feel people should use affordable, public transportation! Limit the number of cars and make people take the bus! This would be the least disturbing to the canyon overall!! Widening the road or building a gondola will disturb our beautiful and fragile canyon! There is already a decent road, make maximum use of dependable, steady, and reasonable bus service!!! Have a large parking hub in the old gravel pit space and have non stop buses running to both canyons and limit the cars! A toll type booth at the mouth of both canyons would stop those who insist on always driving a car! No major construction or road widening should happen! This just encourages more cars that go faster! Also a gondola is the most disturbing idea of all. To build this would cause major change and damage to our beautiful canyon.... dumbest idea of all!!! Take the bus people, they are great!!!</p>	Sue Harper	Website
5496	<p>I am in full support of the gondola system and as the original architect and planner of Snowbird I proposed a tram system 50 years ago as I for saw the problem we are now experiencing. The gondola system will have far less impact on the environment both physically and visually than widening the road with massive cut and fill and building avalanche snow sheds The gondola is also far safer than driving in snow and ice conditions. Also very importantly the large parking lots can be reclaimed and deforested greatly improving the visual quality and reducing if not eliminating the air and ground pollution caused by automobiles.</p>	Jack Smith	Website
5497	<p>My vote is Alternative #1 or Alternative #2, the Enhanced Bus Route options. I firmly believe that the Gondola option will detract from the beauty of the canyon, and will increase human impacts in the densely populated area of the Wasatch Range. Both of the Enhanced Bus Route options involve tolling, which I believe is very important for achieving public buy-in for using the buses. One concern I see as a climber is that the bus routes will not stop at many places that I frequent in LCC. Tolling will require recreators to carpool more consistently, which will reduce the problem of parking in the canyon's small parking areas at trailheads. Please consider the two Enhanced Bus Route options with tolling and expanded park & ride parking. LCC and BCC both have this parking issue, where parking is full long before 9 AM on high-traffic snow days in the Wasatch. Thank you for your consideration.</p>	Collin Miller	Website
5498	<p>I would like to see as little impact to the Little Cottonwood area as possible. As a member of the climbing community, we love that Salk lake City uniquely has a mountain environment so close to the city. With that respect the first alternative has the least impact and I would go for that one. I do not want a gondola</p>	Andrew Thaller	Website
5499	<p>Will widening the road and putting in a gondola effect any of the trails? Or the road side climbing? Will that tear up a lot of the environment in LCC? Will the gondola be an eye sore? I understand skiing gives Utah a lot of revenue but the canyon is used for many recreation opportunities and I believe putting in a gondola will have a big impact on the environment and other recreation uses.</p>	Taylor Rogers	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5500	I have read the proposals and I find them sorely lacking. I live very close to Little Cottonwood Canyon and I do not see how these proposals would help with traffic, parking and transit problems. Widening the roadways just puts more vehicles unsafely into the canyons. The gondola sounds nice, but it has no parking availability at the bottom of the canyon and it can only transport 1000 people per hour. And I can see a horrible situation of people waiting hours to board the gondola. The number of parking spaces suggested is not going to help reduce the traffic and congestion. You will need more than one parking hub in more than one location coming from various directions. It sounds like a complete nightmare to have one parking hub for both Big and Little Cottonwood Canyons. A better option would be to have more bus transit coming from various locations in the valley. A shuttle system from numerous hubs would alleviate the problem with parking in the canyons and congestion and confusion at the bottom of BCC. There are so many options that have not been considered. Please do not put more vehicles into the canyon or waste money on an inefficient gondola that will not get used because it will be cumbersome to transfer from a bus and wait in a long line to access. Invest that money in greater access to UTA transit up the canyons. More buses, more options like Alta only and Snowbird only buses creating more efficiency and less waiting for people. Utilize the park and rides west of LCC on 9400 and 9000 South at 2000 East and 300 East. There is seriously so much more than can be done with less money and less environmental impact.	Terri Marshall	Website
5501	I support the creation of an improved Cottonwoods Canyon access solution that does not result in roadway construction that will negatively impact the Canyon's beauty and unique structure, which would be solved by building a gondola system. A gondola system would solve the access and traffic issues, while creating something that would itself be a draw and unique experience. This is a once in a century opportunity that rarely presents itself. Be bold!	Kevin Smith	Website
5502	Gondolas seem to work well all over Europe and seem to have the least environmental impact.	Ari Hobfoll	Website
5503	PLEASE consider the impact of these plans on the climbing community.	Heidi Snell	Website
5504	I believe that the gondola is the best option. While it is in the middle of the costs proposed, I believe it creates a better long-term investment for the canyon than busing would, and also that people will like the gondola more than the other two options.	Samuel Bonkowsky	Website
5505	As someone who has been skiing at Snowbird for the last 45 years, I am a strong supporter of updated transit options that balance traffic congestion, environmental concerns and long term sustainability issues in the most cost effective manner possible. I am in favor of the enhanced bus system along with a gondola to spread visitors evenly over both options and allow for increased scalability in the future.	Eric Baughman	Website
5506	Eric My opinion: The best long term plan for the canyons is an elevated (Utah Life Elevated!) monorail type system of trains. Initially starting up LCC, later extending over or through the mtn. to Brighton and down BCC to complete a loop. Eventually make it a clockwise and counter-clockwise loop. Some trains could be express to the resorts, while others could have multiple stops along the way. From Brighton an initial spur line would go to Park City. Eventually a line could go from Park City all the way to the airport. So the overall plan would be from Airport to Park City/Deer Valley. Airport to the gravel pit at BCC with stops as possible. Gravel pit to Snowbird/Alta --the first to be completed. Gravel pit to Solitude/Brighton. Make LCC/LCC a loop over or through Catherine Pass, or where ever is best. Maybe gravel pit to Alta. Then add Brighton. Than add Park City. Lessen the car load. Keep resorts open in avalanche/road dangers. Help with cleaner air. Help with tourism. Help with more effective people movement. Just some ideas. Respectfully, Sid Tanner	Sid Tanner	Website
5507	I like the La Caille gondola option.	Sean Buckley	Website
5508	Enhanced bus service with no roadway widening is clearly the best option to satisfy all user groups. The gondola is an expensive pipe dream, providing the least favorable cost to benefit ratio. Roadway widening will adversely impact multiple user groups, perhaps most significantly destroying historic bouldering areas that have drawn thousands of climbers to Utah over the years. Additionally, facilitating more personal motor vehicle traffic is an unsustainable model, as future growth will then require ever-widening roads. Incentivize bus usage and place a fee on low efficiency single-passenger cars. This solution is simple, cheap and easily scalable for future growth.	Brian Waters	Website
5509	We would love more travel options so any of these could work. We definitely like the Gondola from La Caille as the best option.	Tyson Lybbert	Website
5510	As a resort skier, Option 2 sounds the best. Please ensure the extra lane is buses only!	Lauren Nye	Website
5511	I love the idea of a gondola if there is parking at the base. Having to bus to the base sounds problematic. I also wonder about people who get motion sick on gondolas.	Carrie Kirkpatrick	Website
5512	I support the Gondola, it is the cleanest and safest option given the situation that exists in LCC	Joseph Dorius	Website
5513	I am in favor of the enhanced bus system plus the additional lane.	Jaime Manning	Website
5514	I am an engineer in Salt Lake City and on a weekly basis year round and I am traveling and parking on the side of SR 210 to rock climb. I am very opposed to preventing road parking in the winter and building a gondola in Little Cottonwood. Widening the road in Little Cottonwood will destroy classic rock climbs and prevent access to other areas. A gondola will also destroy climbing areas and detract from the natural beauty of the canyon. I do favor widening the road along the Wasatch Boulevard. I also favor adding more buses and bus stops. Buses have the least impact and cost, can be electric or CNG limiting environmental impacts, are a reversible change, and most imporly do not impact the landscape which is the whole point of visiting Little Cottonwood. Please do not sacrifice this unique canyon so the city can capitalize on ski tourists.	Jared Linderud	Website
5515	The answer to crowding is to develop alternative areas of recreation along the Wasatch front or better yet working with Rio Tinto to allow recreational access to northeastern side of the Oquirrh Mountains. Dear Utah Department of Transportation, Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. We need to treat LLC as a National Park and stop letting private vehicles access it. There needs to be public parking structures away from the canyons with emission free ski shuttles. That is the only way to solve the traffic issue. Sincerely, Dr. Robert Meek	Robert Meek	Email
5516	I feel you are not considering enough options. I am all for reducing the number of cars in the canyon and like the concept of increased mass transit. Having one parking hub to service both Big and Little Cottonwood Canyons is a horrible idea. You need one hub at the bottom of each canyon with direct buses to each ski resort (Alta and Snowbird for LCC and Brighton and Solitude for BCC). The Gondola sounds like a need idea, but you would need large parking hub at the Gondola to get people to use it. People will not drive to a parking hub and then take a bus only to get off and then wait in line for a Gondola. If you have adequate parking at the base of the Gondola, people will use it and it may also be a tourist draw. Do not go with the Gondola if you expect people to have to park somewhere else and take a bus to get to it.	Mark Gilfillan	Website
5517	PLEASE DONT RUIN THE CANYON BY PUTTING A GONDOLA! that's a ridiculous idea, but my guess is you're probably going to make some money from a gondola and that's what matters most to you As a member of the climbing, hiking, and backcountry skiing communities along the Wasatch Front, I would like to voice my support for the "Enhanced Buses without Road Widening" alternative.	George Wilson	Website
5518	I am in complete agreement with the official comment sent by Wasatch Backcountry Alliance to UDOT, and in particular I would like to highlight a few points: - Solutions should take in to account year-round activities in all areas of the canyon. A gondola will not solve congestion at trailheads that don't originate at a ski resort (white pine, for example). - Solutions must account for getting users to the mouth of the canyon. Scattering mobility hubs along the Wasatch Front, served by busses, will reduce congestion more than requiring users to drive themselves to the mouth of the canyon to find parking. The cheapest, fastest, and best way to iterate to a solution is to move forward with Enhanced Buses without Road Widening. The other options only solve part of the problem for two businesses during a select time of year.	Bryan Lence	Website
5519	Thank you. Locate one Express Bus Lane in the center between one lane in either direction. Commuters travel north in morning and south in afternoon on weekdays/non-holidays and recreational travel south on weekend/holiday mornings and north on those afternoons. One lane will satisfactorily handle the Express Buses.	Leslie Rinaldi	Website
5520	To Whom It May Concern, My name is Caroline Gleich and I am a professional ski mountaineer and endurance athlete. Little Cottonwood Canyon is one of my favorite places in the world, and I frequent the canyon year-round for the myriad of outdoor recreation opportunities from skiing (both at resorts and in the backcountry), climbing, hiking and biking. After carefully reviewing the alternatives, I support the enhanced bus alternative or the enhanced bus with roadway widening for peak period. I am in favor of using low or zero-emissions buses and vans on the current LCC road. To me, busing is the best way to create an inclusive transportation solution that serves dispersed users. It is also incredibly important to me and my community of backcountry skiers to have buses running much earlier in the morning. I'd love to see buses starting as early as 5 am. One of the big problems with utilizing busing is that there isn't availability early in the morning. This would benefit employees of the resorts as well. As a backcountry skier and user of dispersed trailheads, I urge you to consider how each alternative will affect dispersed recreation users. A transit system must include stops at trailheads in order to serve backcountry recreationalists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live. I've seen how quickly the ride share parking lots fill up. The proposal should also consider adding a mobility hub on Wasatch near 3900 S to serve folks coming from Park City and the University of Utah. I'd also like more information on how the tolling in the canyon would work, because tolling is a solution we could implement immediately that would have a huge impact on the traffic issues without waiting years for expensive infrastructure to be constructed. It is important to consider how tolling would disproportionately impact those without economic means. My last comment is about the scope of the EIS. Transportation solutions need to be holistic and consider where people are traveling from. I'd love to see UDOT take a more comprehensive approach. Thank you for the opportunity to comment on the LCC EIS. Sincerely, Caroline Gleich	Caroline Gleich	Website
5521	I love the La Caille site - it makes total sense from a pickup and drop off site with a nice amenity entrance into the canyon. UDOT should consider this site! Gondola is 100% the right solution!!! Teri Klug	Teri Klug	Website
5522	As a resident of Cottonwood Heights living just west of Wasatch BLVD and a skier in winter and cyclist in summer, Option 2 is the only viable option for me. Especially in the summer where we need to make it safer for cyclists / runners and keep them away from cars. Gondola is a terrible idea that will damage our canyon for future generations. Please don't do option 3 Gondola. The less impact on the canyon, the better. Thanks,	Ryan Harmer	Email
5523	I support a gondola for canyon access as best of three present options. Further, as an adaptive skier, providing the option for wheelchair (etc.) users to drive to the resort would be a significantly positive allowance.	J Neb	Website
5524	This past season I appreciated the increased amount and access of the public buses. That seems like a cheaper potential solution to traffic on the road and in the lots. How could this be more incentivized or mandated? The gondola sounds awesome & if it's less impact on the environment and could truly allow fluidity of traffic with decreasing impact on the Canyon then I'm for it.	Paul Hetzel	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5525	<p>After studying the three alternatives presented in the report, my initial thought is that the bus shoulder lane proposal makes the most sense. It is the most grounded - literally - and uses the most traditional travel methodologies of enhanced transit on paved highway. Its opponents argue that the required snowsheds would be an eyesore, but I personally think that these would have less of a visual impact, being tucked against the hillside and with some possible aesthetic improvements, than 30 gondola cars traveling constantly through the air as I look up or down the canyon.</p> <p>However, I am intrigued by the external proposal of the extended gondola with the La Caille base station. If they can truly get that many more people up the canyon that much faster, without a bus bridge, as they claim, it may make the visual impact worthwhile. This additional alternative should be fully vetted.</p>	Kevin Nichol	Website
5526	<p>Besides, I recognize that widening the highway for the bus shoulder lane would have significant impact, with cuts and fills on either side of the right of way that would change the driving experience that I have enjoyed for nearly 60 years. I would certainly mourn the loss of the boulder supposedly held up by a stick that the faithful have been perpetuating all that time. My dad pointed it out to me the first time when I was just a lad and I have since pointed it out to my kids and now grandkids, and any new visitors that I bring to LCC, and I look for it to be sure the stick is still there (and the boulder hasn't been allowed to roll away LOL) every time I drive the canyon.</p> <p>Out of the options presented, I support the Enhanced Bus Alternative (without roadway widening). I also would like to support whatever option on Wasatch Blvd that makes it safer for me to get out of my neighborhood (Rusel Park Rd) and also offers an option for walking/biking safely with my family. We currently have a hard time getting out of our neighborhood do to increased ski traffic, speeding vehicles (daily), and are not able to get to the park without driving because of the danger. Thanks for listening.</p>	Gwendolyn Adams	Website
5527	<p>None of the alternatives you propose seem to really address the problem. The Gondola idea is the worst, it is expensive and impractical for most circumstances. The other two are "enhanced buses", which could have been good, but all of the infrastructure proposed with the buses - more lanes and avalanche sheds are not necessary and will destroy more of our natural canyon</p> <p>All the alternatives are intensively reliant upon cars, to and within the canyon. It is clear that a transit agency, and not a road building agency should be the lead in transit service design. I do not support these plans. we need more transit and non vehicle dependent planning.</p>	Cathryn Cordray	Website
5528	<p>I am in favor of the Gondola with a La Caille Base Station. I suggest that there be mandatory traction control for all vehicles from Nov. 1 through May 31. I have been behind vehicles trying to travel down after a storm that obviously should not have been there. A tag toll system for both Little and Big Cottonwood Canyons to encourage car pooling, would be a positive addition and a money raiser to help to fund maintenance of the road conditions. Thank you for the opportunity to comment.</p>	Don Whyte	Website
5529	<p>I'm writing as someone who wears multiple hats with regards to LCC use.</p> <ol style="list-style-type: none"> 1. Our family of 4 buys AltaBird season passes every year. 2. We spend considerable amount of money in LCC including paying for our kids to be on SBSEF ski teams. 3. The kids need to be at the resorts multiple times per week in one or the other resort for training at a specific time. 4. All four family members enjoy backcountry skiing, rock and ice climbing and mountaineering as well. 5. We use dispersed recreation year-round. 6. We live near Sugarhouse Park. 7. We manage a mountain guiding service permitted by Uinta-Wasatch-Cache Forest since 1993 and hold a business license in Alta. 8. Primarily, guides meet guests at dispersed trailheads 9. Guests often come from out-of-town and out-of-country spending a lot of money in LCC for hotel accommodations, food and lift tickets in addition to hiring guides. <p>Enhanced Busses without Road Widening is the only solution offered that is geared to all users, summer and winter, resort and dispersed. However, I'm afraid that solution falls short. If the public transportation solution is not faster and more efficient, people will not use it and nothing will change.</p> <p>Enhanced Busses seems to be an option that offers faster service up LCC and for that reason may encourage users to use bus service instead of private vehicles. It isn't clearly explained how the 3rd shoulder lane would be used. I favor the 3rd lane being a bus and shuttles only lane going uphill in the morning and downhill in the evening. However, the fact that it uses the shoulder for the 3rd lane, would remove all shoulder parking for dispersed use, emergency pull-off and some close to the road climbing areas is a problem.</p> <p>I strongly OPPOSE the Gondola solution as it only services resort use which is at most 30% of the use in LCC.</p> <p>Thank you, Julie Faure</p>	Julie Faure	Website
5530	<p>I grew up at the mouth of little cottonwood canyon, and am so grateful that I was able to use the canyon all year round. Learning how beautiful nature can be, and respecting it from a young age. Let's keep little cotton wood without gondolas that will ruin the view, and would truly only be used in the winter. The best solution would be to have more busses. Let's keep Utah beautiful for generations to come.</p>	Jessica Flores	Website
5531	<p>I much prefer the Gondola PLUS La Caille Base Station plan—best option in my opinion.</p>	Jannika Miller	Website
5532	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Please consider that this is an issue that affects everyone who lives here. If was our mistakes in the past that led us to this dilemma now. Lets not make another mistake for the next generation to deal with. Let's find a way to fix this once and for all, not just put another temporary band-aid on.</p> <p>Sincerely, Mr. Forrest Vargyas</p>	Forrest Vargyas	Email
5533	<p>As a climber I think the most sensitive option would be the enhanced bus service! No need for an extra lane</p>	Mauricio Pernia Garaffa	Website
5534	<p>Little Cottonwood Canyon is part of a land of many uses. These uses are not limited to resort skiing. Police limited access to all users this past winter on several busy weekends despite many users simply wanting to access empty trailheads in the lower and mid canyon. Hikers and climbers frequent the lower and mid canyon year-round. Backcountry skiers access areas over the entire length of the canyon, often at very early hours. While trailhead improvements are proposed as an option, the alternatives for transit to said trailheads during the winter are not clearly provided.</p> <p>It seems the simple solution is the Enhanced Bus alternative. The gondola provides no lower/mid-canyon access and only a single access point for Snowbird and Alta, which each currently have two main access points. It is also relatively slow compared to a bus on a traffic-free road, and has a higher cost.</p> <p>The bus and parking should be free. The bus should come very frequently. In my experience, if a bus comes very often (every 2-5 minutes), I will always choose the bus over driving. The bus should also provide stops at lower/mid canyon locations skiers, climbers, or hikers need to access. The gondola cannot accommodate this necessity. While not ideal, if the bus cannot make stops in the lower/mid canyon, free winter access must be maintained. Tolling access to the upper canyon or charging a high rate for daily parking would be necessary.</p> <p>Snow sheds seem a necessity that should have been put in place years ago.</p> <p>As a frequent user of all parts of LCC, I would be happy to chat more about the proposed plan.</p> <p>Cheers, Ian</p>	Ian Housman	Website
5535	<p>I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing (according to information provided by UDOT). I also support further analysis and research on all proposals, especially this alternative. As a climber who frequents Little Cottonwood Canyon, I want to ensure dispersed recreation is still and prioritized. The other options will negatively affect this recreation and the environment in more significant ways. I support the statements offered by the SLCA.</p>	Anna Wendt	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5536	<p>1) Option 5 lanes on Wasatch, snowsheds in the canyon, and dedicated HOV/Bus priority should be the decision. Gondola makes no sense, all feeder roads will still congest to get to gondola base.</p> <p>2) Opinions/input given from actual residents of the canyon and base neighborhoods should weight more heavily than those from outside areas or out of state.</p> <p>3) Private businesses like Alta Ski and Snowbird resorts should have to provide their own parking for customers just like every other business in the valley/city/state does and not be subsidized with public funds.</p> <p>4) The actual carrying capacity of the canyon needs to be addressed/defined. When is it too many people on the ski slopes or hiking trails?</p> <p>5) Low to no-cost solution to current traffic loads could be implemented with things as simple as even/odd license plate days to cut car volume in half. (Many large cities across the world do this for the exact same congestion problems)</p> <p>6) Only allow a specified number of vehicles up canyon based on total canyon parking availability.</p> <p>7) Only allow vehicles with 2+ occupants to drive up canyon. If this is known/publicized, people will combine.</p> <p>8) More Park-n-Ride lots need to be provided outside the canyons but within reasonable proximity. The vacant Shopko and Fresh Market lots down 9800 S. as an example.</p>	Robert Weaver	Website
5537	We would completely support the Gondola project as opposed to widening the road or adding Bus traffic!	Gregg Nielsen	Website
5538	I would like to see a gondola that connects to big cottonwood and park city ski resorts. This is how most European countries are set up to reduce traffic congestion and would be the most viable long-term strategy as the areas continues to grow and populate. It would also likely be used year round.	Roberta Reichgelt	Website
5539	the gondola seems the best option with minimal cost for upkeep. I think it would be really cool to have the worlds longest gondola getting us to the worlds best snow.	lee vanderwekken	Website
5540	Please consider access to rock climbing. LCC is absolutely essential to the rock climbing community and the community is enormous. Navigating the future of LCC with climbers in mind is imperative!	TANNER JONES	Website
5541	<p>First and foremost, thank you for accepting public comments for your hard work and LCC proposals. I believe I speak for all Wasatch users when I say we appreciate the work that you do to keep us safe and skiing!</p> <p>The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:</p> <ul style="list-style-type: none"> - Public Transit Incentives: There is no exploration of incentivizing Wasatch users/employees to take public transit. Or possibly implementing a tiered payment system to encourage people to take the bus? Similar to the system that Jackson Hole has implemented - cars with 3+ people park for free, cars with 2 people pay more, cars with solo drivers pay most. - Avalanche snow sheds: Is 56 hours/year of canyon closure worth \$72-86 million of taxpayer dollars? A snow shed would not keep the road open nor make for a considerably faster clean up in a storm such similar to February 9-11, 2020. Although the proposed sheds cover the most common slide paths, there are many other dangerous paths up the canyon that would keep the canyon closed during a high risk storm cycle. - The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus. - There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter). - We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. Given that the least-expensive option will come at a cost of ~\$100 for every single Utah, this is relevant). - There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS. - There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use. - There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling. - The EIS provides no rationale for UDOT's winnowing of 35 different options to these three. <p>Again, thank you for accepting comments and considerations. I look forward to the resolution to save the canyon.</p>	Anna Tedesco	Website
5542	<p>More buses! And a gigantic parking garage that doesn't have a light to jam up traffic before it.</p> <p>I am writing to support Alternative 1 in the Little Cottonwood EIS. I am vehemently opposed to Alternative 3 that would build a gondola system to Alta and Snowbird.</p>	Dan Krauss	Website
5543	<p>We need a comprehensive planning approach that recognizes ALL users as well as the ecological and watershed services and values the Wasatch Mountains provide. Resorts (Alta and Snowbird) represent just 30% of overall Little Cottonwood Canyon use. A gondola would not meet the needs of the 70% of other users who participate in a variety of dispersed recreational activities. A gondola would forever change the nature of Little Cottonwood Canyon and would barely make a dent in vehicle traffic - 3000 people in gondolas; 18,000 cars. The negative visual and environmental impacts - 20 towers and 30 gondolas constantly moving up and down the Canyon - far outweigh any benefits.</p> <p>Enhance the bus system (Alternative 1) and stop incrementally enabling cars in the Canyon! This alternative provides the least environmental impacts while also providing the most equitable access for all citizens.</p> <p>I grew up skiing at Alta and then later Snowbird while also actively skiing the backcountry. And, in the non-skiing months hiking the amazing side canyons, ridges and peaks. I raised a family in Salt Lake City until moving to Portland, Oregon. My wife and I visit SLC regularly to be with family and to enjoy the natural beauty this part of the world provides.</p> <p>We can protect the Wasatch while still providing equitable access for all people - we just need to change our behaviors and expectations for access. Let's not spoil the Wasatch by continuing our own spoiled (and outdated) sense of access and economic development.</p> <p>Thank you for your consideration,</p> <p>John LeCavalier</p>	John LeCavalier	Email
5544	I believe the best option is increased bus service with NO widening of the road. This is the most environmentally friendly option and also the option that will alleviate the horrific traffic problems the fastest. Furthermore, I believe the proposed gondola option is awful. This seems gimmicky at best and I don't support the proposal even 1%.	Ryan Malavolta	Website
5545	I am against a tram going up the canyon and the environmental impacts and tax payor dollars it will use to only benefit a small portion of our community and tourists and we have to pay the bill and live with the impact. I think a bus system is more reasonable and responsible!	katy scott	Website
5546	What a failed attempt at finding a solution for LCC. None of these are good options, but if I had to pick one, it would be enhanced bus. Additionally, during peak times, the road should switch to uphill only and downhill only, to allow double the traffic move up and down canyon. This would easily alleviate congestion issues. I think the gondola is a horrible idea and only a marketing play, but if it is the option in the end, the road should still be open for backcountry skiers to access trailheads and roadside parking.	SEAN RYAN	Website
5547	<p>Dear Utah Department of Transportation,</p> <p>I am a climber, alpine and backcountry skier, alpine hiker and runner and I do not believe there has been enough transparency and discussion over this critical, long term impact decision. I frequently travel up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. In the near term, I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. In addition, I believe greater community involvement and publication of the decisions made to arrive at the remaining three options is necessary prior to conclusion.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a community member, I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr Curtis Olson</p>	Curtis Olson	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5548	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. Tim White</p>	Tim White	Email
5549	<p>1) Option 1 is the best alternative from the 3 presented. (5 lanes on Wasatch, snowsheds in canyon and dedicated/priority lanes for HOV/busses would be best. No gondola).</p> <p>2) Input/Opinions from canyon residents and adjacent communities should weigh more heavily than those from out of the immediate area or State.</p> <p>3) Ski resorts should have to provide parking for their own customers just like my and every other business in the City/State does.</p> <p>4) Public funds should not be used to directly support private businesses. (I'd love it if a huge multi million dollar ad campaign were spent every year to bring people to my front door and then when they actually came and clogged the roads, a new highway could then be build on taxpayer funds to bring them to me more efficiently - brilliant! At least for me...)</p> <p>5) When is enough? What is the carrying capacity of the ski slopes and hiking trails? At some point there is a quantifiable number - just like in our National Parks, etc. A reservation system and or Toll system will eventually need to be implemented.</p> <p>6) A low-to-no-cost immediate solution to help mitigate the current traffic loads would be to institute an even/odd vehicle license plate policy on alternating days or weekends. This would cut traffic in half and promote more rideshare. (Many large cities around the world do this currently with success)</p> <p>7) Provide more Park-n-Ride lots within reasonable proximity to the canyon mouths. Easy examples are the vacant parking lots on 9800 S at the old Shopko and Fresh Market locations. Heck, they are already paved! Just put up a sign! You cant get much lower cost than that...</p> <p>8) 9800 S. / Little Cottonwood Canyon rd. on the South side should be closed to up-canyon traffic during the ski season beginning at Wasatch Blvd. The congestion/gridlock there is a medical hazard to all residents who cannot get emergency services when needed. And the School busses which also cannot get through.</p> <p>8) Finally, whatever happens, people will scream, lawsuits will start, backroom money will flow, and Udot will do whatever they wanted to do in the first place now having completed the dog-and-pony-show of supposed public input. (Sorry for my sarcasm and disillusionment.... After residing 40 years in the area, actual property ownership in both canyons, and observing the public sector at "work", this is where I have landed... depressed.</p>	robert weaver	Website
5550	<p>UDOT has failed the stakeholders of Little Cottonwood Canyon in this short sighted and incomplete EIS. UDOT's proposal does not recognize distributed use in LCC - its preferred Gondola alternative only stops at the ski resorts and has no parking facility at the bottom requiring both busses and the gondola to go for a day of skiing. I hesitate to use the word STUPID but since it fits so well, I will say this proposal is stupid. Building a gondola to transport 3,000 people when there are 18,000 people who use cars is a very expensive bandaid for a very small part of the problem. I prefer the greater use of free busses, running every 2 minutes during peak times and every 15-20 minutes during off peak times until into the evening hours, along with widening LCC road to provide a reversible center lane for busses only. Busses would merge into the appropriate outside lane for stops. The penalty for cars using the Bus-Only center lane would be impoundment and sale of the vehicle. Busses - frequent and free - are THE SOLUTION for reducing the amount of congestion and air pollution in the canyons. UDOT's EIS does not even address air pollution. Presumably because UDOT is only capable of building roads and is not looking at a holistic solution to transportation in LCC. And the EIS does not address at all the similar problems in Big Cottonwood Canyon. Avalanche sheds are also a very expensive bandaid for a very small problem. There are fewer than 10 days per year that the canyon is closed due to avalanches. Temporary closures for shooting avalanches would still occur, closing the road (and gondola) during shooting. These sheds would be terribly expensive to alleviate only a few days of closure (and I would assume there would also be some closure days that would occur even with avalanche sheds). There is also the problem that most avalanches stop on the roadway, and therefore on the avalanche shed, where the snow would sit for the remainder of the winter. Engineering and building a steeper slope near the bottom of the "U" shaped canyon would be an environmental disaster. Based on the foregoing, I encourage UDOT to step back and propose a more holistic solution, addressing air pollution and the issues in Big Cottonwood, removing gondolas and avalanche sheds from the proposal and making free and frequent bus service the core of a future proposal.</p> <p>Sincerely, Michael Dervage Kathryn Collard</p>	Michael Dervage	Website
5551	<p>I live on Dynasty Way, south of Kings Hill Dr. and one block east of Wasatch Blvd. I have lived here since 2000. Yes, the congestion on weekday afternoons (4 - 5 p.m.) during ski season is heavy, especially to turn right, or north out of Kingshill Dr. on Wasatch. It is also expected and heavy on Weekend mornings and afternoons during ski season. The rest of the year, the traffic is light to moderate. It is at it's heaviest during morning and evening rush hour traffic. The rest of the day it is very light.</p> <p>My concern, with safety on Wasatch Blvd., is when I am turning right on Kingshill Dr. to go North on Wasatch. About 100 yards south of the intersection is a blind curve in Wasatch from the south. Cars and trucks get up to freeway speeds around that corner. It is also scary to turn left from Wasatch onto Kingshill there. Sometimes traffic is going so fast northbound that they careen over the middle line and into the left turn lane onto Kingshill. I am sure there have been many accidents. I have narrowly avoided one with a Mac truck going too fast and careening over the middle line.</p> <p>A light at that intersection might help. Lower speed limits along Wasatch, especially before that curve I mentioned, might help. I do not think broadening the road will improve anything. The population isn't going down. The traffic will always bottleneck at Little Cottonwood Canyon's mouth. This bottle neck will always extend back to I-215 because there are so many people trying to get up the canyon. A gondola would ruin the canyon's natural beauty, and ship too many people to the ski resorts. The resort's parking lots limited size, and the bumper to bumper traffic up the canyon, keeps a good number of people on the ski slopes down as a hidden benefit. If safety if the main concern, perhaps avalanche walls up the canyon road would help. As far as widening Wasatch - I have a problem with that as I live one block east of Wasatch Blvd. Homes will be demolished, and local property values will go down while our taxes keep going up.</p>	Sonya Campana	Website
5552	<p>And don't forget the bottleneck of the canyon, which backs traffic all the way out to I-215 and westward down 9400 S. Widening the road gives 5 lanes of idling car pollution while they wait to crawl up the canyon. It is bad enough the way it is - why make it worse?</p> <p>I think the gondola option is best bet. Go for it!</p>	Jim Meaney	Website
5553	<p>Hi,</p> <p>I would like to start by saying thank you for holding the public hearing meetings. I was able to attend the in-person meeting and found it to be super helpful. It's evident that you guys have put in a lot of hard work and have tried to see this project from every angle. As someone who spends a lot of time in the canyon and lives in the neighborhoods surrounding it, I am very grateful for your thoughtfulness and thoroughness in this project. On that note, here are my thoughts about it:</p> <p>Busses will not solve the problem. If you are going to try to reduce the amount of cars on the road you have to provide an option that is appealing enough to get people out of their cars and onto the public transit option. I have yet to talk to anyone who gets excited about riding the bus. The gondola on the other hand, can be exciting. Not only does it solve the problem of being impacted by inclement weather, but it has added benefits of offering views of the canyon that are not easily accessible otherwise. When faced with the possibility of spending two hours in the car or being able to cut that time in half while watching the storm in the gondola, I would absolutely go with the gondola. I would almost rather not ski than face the possibility of getting stuck on the bus. Since the bus is on the road and snow falls on the road you can't get around the possibility of getting stuck or delayed because of the weather. I fear that if you decide to go the bus route, you'll find that people are not willing to ride it. If you go with the gondola, you may find that it becomes its own attraction. You may even wish to consider running the gondola in the summer as a source of revenue to support the canyon.</p> <p>I liked the idea of having two northbound and two southbound lanes on wasatch. I worry that if you go with the one northbound lane we'll wish we had the one more in ten years.</p> <p>Thank you again for all your hard work in this.</p> <p>Best,</p>	Whitney Flygare	Email
5554	<p>Enhanced Bus Alternative (without roadway widening) is the way to go in my opinion. I feel that this is the least invasive way in order to protect Little Cottonwood Canyon and the current access for everyone to enjoy. Please consider this as the main option as others, I feel, would affect many of the current areas people like to go to in the canyon.</p> <p>I am in favor of greatly enhanced bus service into and out of LCC, plus tolls for private cars in a way that incentivizes car pooling. A moderately priced "season pass" for the toll road should be made available to residents of Salt Lake County.</p>	Emmeline Wang	Website
5555	<p>Bus depots and parking should be constructed OUTSIDE of the the canyons, and NO ADDITIONAL road construction/capacity or additional lanes should be built on any of the canyon roads. One possible exception on construction may be strategically placed snow sheds in particularly avalanche prone sections, this in order to reduce hazard to the roadway and reduce canyon road closure time.</p> <p>I am NOT in favor of a gondola, as it's only a gimmick that does not solve the transportation problem at hand.</p>	Joseph Vargyas	Website
5556	<p>NOR am I in favor of widening any canyon road. It is totally unnecessary and indeed counterproductive. Frequent busses and convenient parking outside the canyons is the best solution.</p> <p>In favor of a gondola BUT consider by the time the project is built, the technology will be outdated</p>	A J	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5557	The Gondola with the proposed La Caille base/hub station is by far the best transportation option in the proposal. I truly hope to see this come to be, and quickly.	Christa Pottenger	Website
5558	I have been following the Wasatch Blvd conversation for a long time. I cannot understand the logic of this proposal. The idea of putting in a seven lane road would cause an unbelievable backup at the point the road narrows. Have you considered the safety of the people living in the area? What about the air pollution being created? Will you be sued years from now for severely affecting the health of the community? What about the dust and dirt that will be created? The only idea that makes any sense is to add a third lane that will take bus traffic one way in the morning and the reverse way in the afternoon.	Elaine Miller	Website
5559	Dear Utah Department of Transportation, I am a climber and backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Jason Funk	Jason Funk	Email
5560	I have spent countless hours with program managers, consultants, and others discussing SR210 issues. I don't believe that expansion of mass transit (UTA Buses) or gondolas will do much by themselves to alleviate traffic without controls in place making ridership the only option. By this I mean physically restricting traffic when the canyon parking is overwhelmed. Many commuters travel with boot bags, spare skis, lunch coolers and such. The bus does not lend itself to extra carry on needs. MOBILITY, RELIABILITY, AND SAFETY are all tied to highway maintenance capabilities which are presently insufficient. Station 233 needs more funding, equipment, staffing, and infrastructure to provide a more robust in-canyon presence (sand/salt refilling, re-fueling, and repairs). Despite a century and a half of progress, the route up the canyon is still via the old mining and railroad grade. The roadway should be re-engineered to reduce unnecessary grade, turns, and pitch. Intersections that cause delays because of having to cross opposing lanes of travel should be reduced or re-engineered to merge from the right. (over or underpass features) A better maintained road with engineering to keep traffic at design speed will improve mobility and efficiency. It still does nothing to address limited parking and traffic volume. The "public safety" closures at the mouth of the canyon implemented last year when traffic volume overwhelmed our abilities to manage it were effective although more messaging and alternate transportation is needed when this occurs. A November-May administrative rule for properly equipped vehicles at all times is needed. Conditions change rapidly and ill equipped vehicles cause mobility problems every time the road is snow covered. Each of the three options have potential but each need to function as an accessory to a well maintained and designed roadway until such technology exists to replace the many forms of transportation that occur on SR210. Thank you.	Mike Morey	Website
5561	I would say I am against any gondola in the Canyon and would prefer to see more buses and incentives for public transit and carpooling. I worry about environmental impacts of widening lanes in the canyon but I generally support a greater emphasis on transit over a gondola project. Thanks!	Bianca Lyon	Website
5562	It seems the gondola would have the least impact on land and animals while having the greatest impact on traffic and pollution.	Sara Watchorn	Website
5563	Please consider increased busses without widening the road as the pragmatic solution to LCC congestion. Dear Utah Department of Transportation, I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola. As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Mr. Davis Lentz	Chris Shauger	Website
5564	I support UDOT's work developing alternatives to address the congestion in Little Cottonwood Canyon. I live in Salt Lake City and visit the canyon frequently, for rock climbing, hiking, and snowboarding (in that order of frequency). As a rock climber, I am concerned that many of my favorite bouldering areas would be negatively impacted by lane-widening, as so many of them are close to the road already. I am also concerned that the gondola option would make access to dispersed recreation sites like climbing areas very difficult. I therefore am most supportive of the enhanced bus service alternative (with no road widening) with my second choice being the gondola alternative. Thanks for your consideration.	Davis Lentz	Email
5565	I am in favor of the enhanced bus alternative with no road widening as this is clearly the option that balances cost with the potential negative impacts to both the environment and sheer beauty of LCC. Additionally, this option could be implemented immediately.	Dain Smoland	Website
5566	The Gondola with the La Caille base station is the best option and has my full support.	Shannon OGrady	Website
5567	Save the boulders!!! If expanding the roads or the gondola will affect the climbing areas at all... don't do it!!	Christalyn Pottenger	Website
5568	Gondola install to avoid avalanche danger on the road. Better skiing experience. Safer and less cars on the road.	Nicole Maila	Website
5569	I think the gondola proposal is the best alternative. It bypasses all of the problems with a road, i.e. slide offs, avalanches, rock slides, and seems like the most environmentally friendly in terms of emissions from cars and other vehicles. Plus, I don't think the traffic will decrease at anytime in the future, just increase. I believe the gondola proposal would be the best way to handle the traffic problem.	Will Ducey	Website
5570	I vote for the Peak Period Shoulder Lane Alternative. Also, would Alta only and Snowbird only buses be a possibility? As an Alta skier, riding the UTA buses right now takes longer when they have to loop through Snowbird to drop off and pick up passengers. Thank you.	Jolene Farley	Website
5571	As a recreational user in the canyon (climber), I do not support the widening of the road or installation of a Gondola. Please consider the use of the enhanced bus option with no roadway widening.	Jay Lyons	Website
5572	The widening of the roadway compromises the ability for climbers to access roadside boulders, which are accessible primarily via roadside parking along SR-210.	Paul Shin	Website
5573	I vote/prefer the Enhanced Bus Service with NO road widening in LCC. Of the 3 proposed options, I feel this is the most immediately effective option, with the least overall long-term impact on the surrounding environment and communities. Having enhanced bus service also provides a solution for both winter and summer activities, albeit prioritizing the ability to access more areas up and down Canyon as needed/wanted, vs. prioritizing direct access to the resorts solely (i.e. Gondola) - In my mind and opinion, an ideal solution would be one that 'first' focused on increased infrastructure from the airport and city out to Cottonwood Heights and BCC/LCC (i.e. enhanced bike/train/public transport infrastructure + greater capacity parking and/or loading areas in and around Cottonwood Heights and BCC/LCC). From there, you then focus on Zion NP-style Bus service up both canyons, as the primary way to access. You can also create 'pass-through' options for vehicles of Canyon Residents and/or third-party Shuttles (i.e. bike/airport/resort/etc.). You could then tailor the bus services (i.e. some that stop at every stop and some that prioritize workers or direct service), which would give everyone an option of getting up and down Canyon(s). This would also limit traffic in the Canyon(s) to either Bus, minimal personal vehicle traffic, or third-party Shuttle (i.e. airport or Bike, etc.), which would ideally contribute to an overall decrease in the variability of traffic, helping to offset the complexity of managing road conditions and safety. Going further, making these buses electric would certainly help minimize the overall impact. - While I do appreciate the forward-thinking approach and process that we are currently undergoing, I still feel as though the options being offered/proposed aren't quite optimized for the greater population of users (or the anticipated growing population) at this time.	Chris El-Deiry	Website
5574	I support the gondola option	Doug Finlinson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5575	<p>Dear Utah Department of Transportation,</p> <p>We I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mrs. Anne Zeigler</p>	Anne Zeigler	Email
5576	<p>I would to thank all the entities involved for pursuing the transportation alternatives for LCC to help alleviate congestion, negative environmental impacts from congestion and traffic and enhancing the user experience by doing so while trying to preserve the beauty of space. I feel the gondola option best fits the goals for traffic reduction and impact to the canyon while enhancing the user experience and creating an experience that embraces the beauty of the space. A tremendous amount noise pollution will be mitigated through this option upon completion. Having used the existing highway access up the canyon for decades I feel the positive experience connecting to nature has depleted tremendously by the volume of automobile use to reach the top of the canyon. I feel the impacts of gondola towers offsets the congestive nature of automobile noise, pollution, and traffic. Having "base" parking site area options would also help in dispersing users to the canyon during max load in load out times. I would be in favor of seeing a public/private partnership scenario that embraces these options and mitigates public resource impacts by allowing private participation in the development of the gondola option. The incorporates and leverages a tremendous amount of existing knowledge and talent that could save taxpayer dollars and enhancing the experience. Thank you for all your efforts and I'm hopeful to see the positive improvements in action. Jeff Riehl</p>	Jeff Riehl	Website
5577	<p>Enhanced Bus is the best option. The level of recreation in the lower canyon is significant enough to protect access for everyone. Not just improved access for people at ski resorts.</p> <p>Thank you, Ian</p>	Ian MacDonald	Website
5578	<p>On behalf of Visit Salt Lake, we are incredibly supportive of this option. Thank you for the amazing work that has been done thus far and we truly look forward to supporting however we can.</p> <p>Thank you, Kaitlin</p>	Kaitlin Eskelson	Website
5579	<p>I would to thank all the entities involved for pursuing the transportation alternatives for LCC to help alleviate congestion, negative environmental impacts from congestion and traffic and enhancing the user experience while trying to preserve the beauty of space. I feel the gondola option best fits the goals for traffic reduction and impact to the canyon while enhancing the user experience and creating an experience that embraces the beauty of the space. A tremendous amount noise pollution will be mitigated through this option upon completion. Having used the existing highway access up the canyon for decades I feel the positive experience connecting to nature has depleted tremendously by the volume of automobile use to reach the top of the canyon. I feel the impacts of gondola towers offsets the congestive nature of automobile noise, pollution, and traffic. Having "base" parking site area options would also help in dispersing users to the canyon during max load in load out times. I would be in favor of seeing a public/private partnership scenario that embraces these options and mitigates public resource impacts by allowing private participation in the development of the gondola option. The incorporates and leverages a tremendous amount of existing knowledge and talent that could save taxpayer dollars and enhancing the experience. Thank you for all your efforts and I'm hopeful to see the positive improvements in action. Jeff Riehl</p>	Jeff Riehl	Email
5580	<p>I support the Gondola Plus La Caille Base Station, for the future of Little Cottonwood Canyon. There is significantly less environmental impact, less risky during weather, and is an increased tourism asset!</p>	Kristen Hiester	Website
5581	<p>I would to thank all the entities involved for pursuing the transportation alternatives for LCC to help alleviate congestion, negative environmental impacts from congestion and traffic and enhancing the user experience while trying to preserve the beauty of space. I feel the gondola option best fits the goals for traffic reduction and impact to the canyon while enhancing the user experience and creating an experience that embraces the beauty of the space. A tremendous amount noise pollution will be mitigated through this option upon completion. Having used the existing highway access up the canyon for decades I feel the positive experience connecting to nature has depleted tremendously by the volume of automobile use to reach the top of the canyon. I feel the impacts of gondola towers offsets the congestive nature of automobile noise, pollution, and traffic. Having "base" parking site area options would also help in dispersing users to the canyon during max load in load out times. I would be in favor of seeing a public/private partnership scenario that embraces these options and mitigates public resource impacts by allowing private participation in the development of the gondola option. The incorporates and leverages a tremendous amount of existing knowledge and talent that could save taxpayer dollars and enhancing the experience. Thank you for all your efforts and I'm hopeful to see the positive improvements in action. Jeff Riehl</p>	Jeff Riehl	Website
5582	<p>I am in favor of the option which includes the gondola. Thanks for your consideration.</p>	Mark White	Website
5583	<p>I am highly supportive of the La Caille Gondola option.</p>	Kaitlin Eskelson	Website
5584	<p>Sooner or later we must stop making accommodations for automobiles to get people to our canyons - this means getting people "from their home" to the resort or other places in the canyon via mass transit. We need to shut down the road to non-resident/business vehicles and put our collective money into mass transit from all areas of the valley.</p> <p>Dear Utah Department of Transportation,</p>	Alex Wight	Website
5585	<p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Ms Carolyn Day</p>	Carolyn Day	Email
5586	<p>In favor of the gondola. Thank you.</p>	Joan Hammer	Website
5587	<p>Please keep the canyon natural! A gondola would add to the canyon, rather than taking away from it with a giant road.</p>	Natalie Cowdell	Website
5588	<p>I want to express my support in a gondola up little cottonwood canyon. More busses seem to be chasing the same problem, specifically the LaCailles option.</p>	Breck Dockstader	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5589	<p>1. You have not done a wildlife/environmental impact study??? Shouldn't that be one of the first considerations of regulating transit into one of the premier wilderness areas in the country? One of the reasons I moved to SLC was because of proximity to wilderness. I would prefer an option that least affects the quality of nature and wilderness. I vote for Alternative #1. It has the least permanent physical and environmental impact, and there is more flexibility to altering it to fit future needs. Electric or natural gas buses or shuttles should be used whenever possible.</p> <p>2. Absolutely no gondola- no to Alternative #3! I am a climber, hiker, and skier (both resort and backcountry). Like many people, I go to LCC year-round to escape urban life. I don't want to see 20 towers blocking my view of the cliffs and reminding me that I am unable to truly get into wilderness. We need to maintain as much of the natural wilderness as possible. Installation of gondola infrastructure will irreversibly alter the canyon, it is not flexible, it will primarily benefit IKON, Snowbird and Alta ski resorts during ski season and they aren't contributing funds. The resorts will be taking advantage of tax-payer money. In addition, there is no way to access trailheads between the LCC base and Snowbird, so the gondola option is useless for other canyon users other than resort goers. This alternative only serves the ski resorts and maybe some tourists who want a Disney experience. LCC users are not going to pay to park, pay to take a bus, pay to take a gondola that doesn't take them where they don't want to go. Then if roadside parking is prohibited, that basically removes access for many people to recreate, unless they are going to the ski resorts.</p> <p>3. Are ski resorts going to have greater weigh-in for a gondola alternative because they are big companies with more power than individuals? What transparency will there be in the ultimate decision.</p> <p>4. I don't want any roadway widening in LCC, so no to Alternative #2. I don't think it adds enough value compared to #1. There are many climbing areas that are close to the road.</p> <p>5. If a gondola is built from the base of LCC, how are you going to enforce no kiss and ride? I guarantee people will still do this. It will be similar to car idling enforcement – none. There are many, many people who won't want to take a bus from the gravel pit and then take a gondola. The people who ignore the no drop off rule will create more of a traffic and safety hazard than the people who park on the roadside within the white lines near the ski resorts and other climber access areas.</p> <p>6. I use FrontRunner daily and it is usually late – ask any commuter, it is totally not dependable. The more mechanized the transport, the greater likelihood of breakdowns and harder to fix. How will UDOT and UTA ensure that gondola schedules will be reliable during winter? Or throughout the year for that matter.</p> <p>7. What will be fares for the buses? Can UTA passes be used for LCC buses? Parking costs? If these additional costs are too high, it will be difficult to get 30% of people to shift from cars to public transportation.</p> <p>8. More people are moving into the Salt Lake area, 1 million in the next decade. There will likely not be enough parking to accommodate everyone will want to access LCC in winter despite UDOT projections.</p> <p>9. An imbalanced-lane alternative for peak times works well in large cities, it should work well for Wasatch Blvd, without increasing footprint with Wasatch Blvd lane expansion.</p> <p>10. Show sheds should be as low impact as possible. How will they impact wildlife?</p> <p>11. Roadside parking should be maintained near the ski resorts. Climbers will not be able to access Hellgate cliffs. 95% of vehicles stay within the white line. I don't think it impedes snow removal. People on foot can see up the road and if a vehicle is coming, pedestrians move aside. This is an example of fixing a problem that doesn't exist –except it would probably benefit the ski resorts.</p> <p>12. Regarding the 3 trailhead parking alternatives, access to many climbing areas between the LCC base and Gate Butress will be lost with Alternatives 1 and 2. So absolutely NO to #1 and #2. Why does the Gate Butress parking area need to be paved with painted lines? Leave it alone. 21 spots at Gateway Butress is NOT enough for all of the people who park there throughout spring, summer and fall.</p> <p>13. If Utah really wants to have an impact in reducing cars on the road, UTA needs to study how people can efficiently utilize Trax, FrontRunner, and buses to access LCC. No one will efficiently utilize all of the transport systems if it is going to take 3 hours to get to where you want to recreate. FrontRunner doesn't even run on Sundays. What a waste of a transport system.</p>	Janice Sugiyama	Website
5590	I am a long-term resident of the Wasatch Front, and a skier, climber, and hiker. I support the comments prepared by Save Our Canyons and those prepared by the Salt Lake Climbers Alliance (SLCA). Given the alternatives presented, I support the Alternative of Enhanced Bus and no additional roadside capacity, with such caveats as presented by SLCA, as this Alternative would have the least impact on the outdoor recreation resources with the information currently provided by UDOT, particularly for world class dispersed recreational uses and especially for the lower portion of Little Cottonwood Canyon. The gondola as a proposed alternative is completely unacceptable. It would do little to mitigate peak traffic due to limited carrying capacity and is not necessary. The visual impact of the gondola and its infrastructure is unacceptable to move a small portion of skiers to the ski areas. It would be expensive, unsightly, and inefficient. All alternatives must include enhanced public transit to Little Cottonwood Canyon and parking solutions to relieve congestion at and leading to the mouth of Little Cottonwood Canyon.	Teresa Crockett	Website
5591	I have been a season passholder to Alta and/or Snowbird for the past 28 years and typically ski 100 days each season. I believe Alternative One should be eliminated. The best alternative as proposed is Alternative Two, enhanced bus service with dedicated bus lanes and snow sheds. However, I would strongly favor Alternative Three if there was base station parking and a dedicated bus lane along wasatch from the gravel pit for overflow parking. In addition, the gondola style (at least up to the Snowbird Station) needs to be a 3S with a higher line speed and must have enough cabins to allow for short cabin intervals and maximum capacity. Two minute intervals as proposed will not be sufficient. If these can be achieved, then a gondola would definitely be preferred as it would get vehicles off the road, reduce emissions and would be more reliable regardless of avalanche or weather conditions. However, if there is no base station parking and not enough cabins to effectively reduce the travel time, then the gondola option loses its appeal in all but the absolute worst weather/avalanche days and will not be as effective at mitigating traffic.	Jim Steffen	Website
5592	As a resident of Cottonwood Heights I support the implementation of a gondola in little cottonwood canyon to decrease vehicle congestion and emissions in our neighborhood and valley.	Brittani Rolf	Website
5593	The gondola and road expansion ideas are FLAWED and WRONG. While there is undeniably a huge traffic problem in the Wasatch, giving money to an agency that exists to build means that the only solution you can imagine will involve lots of construction. These plans will almost certainly not work and will definitely come at a huge cost to local ecosystems and taxpayers. An effective gondola system requires either a huge amount of parking near the mouth (which there is no space for), or an effective transit system, which does not currently exist. Widening the road will do nothing but funnel more traffic in to the canyon. This is a BEHAVIORAL problem, NOT and infrastructural one. One effective strategy to change this behavior would be diverting a portion of this HUGE amount of money to the UTA to invest in busses that it is actually convenient to use public transportation!	Tucker Mirams	Website
5594	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Mr. William MacDonald</p>	William MacDonal	Email
5595	Expensive, high impact projects (such as a gondola) are completely inappropriate for supporting access to the resorts, that benefit the resorts. Access to climbing, and backcountry skiing will be negatively influenced. Additional bus service, a toll road or other lower impact options need to be considered to preserve the wild and scenic beauty of LCC.	Mick Schein	Website
5596	I've been coming on holiday since 2006 to Utah for the skiing. LCC is simply the best in the world. The addition of the gondola would be a beautiful addition. Floating over the canyon and moving Steadily towards the skiing whilst admiring the views, instead of chasing red tail lights. Make the best untouchable: build the gondola!!!!	Stuart Whittington	Website
5597	As a 4 season user of Little cottonwood canyon, I support no additional widening of the road as a first choice. A close second would be the widening of the road for enhanced bus route. I do not support the gondola in any way, shape, or form.	Daniel Clark	Website
5598	NO GONDOLA.		
5598	We don't need construction in the canyon. We need 4 season attention not just for what could be a short ski season. Buses to run on a regular basis and addressing parking facilities should be the priority. Widening Wasatch only benefits more cars. A toll situation like Millcreek uses should be used to encourage carpooling.	Anne Zeigler	Website
5599	Please consider the gondola option with station opposed to widening the road.		
5599	Thank you for consideration.	Kim Turner	Website
5600	I currently take advantage of trails, climbing areas, and of the resorts in Little Cottonwood. I am concerned for the preservation and accessibility of trailheads and bouldering areas in particular, as well as maintaining equity of access to communities who might be impacted by an access fee. I personally support enhanced bus access to the resorts - the model set in Zion Nat'l Park, which bans vehicles for the most part and provides a free shuttle (albeit after paying a park entry fee), comes to mind. As fast and cool as Gondolas are, I think that limiting private car access and requiring shuttle or bus usage to the resorts is ideal for limiting traffic and not reducing access to intermediary trailheads and climbing areas.	Cassidy Wasko	Website
5601	I am for the gondola and reducing personal cars in the canyon.	Ed Chauner	Website
5602	As an avid climber I frequently recreate in the lower portions of Little Cottonwood Canyon (approx 2-3 times/week certain months of the year) and I am very concerned about the impacts that installing a gondola or widening the roadway would have on the canyon. Many of the climbing resources are found close to the road and a gondola or roadway widening is guaranteed to have a negative impact on this resource that is enjoyed by so many in the SLC area. Based on the information that UDOT is providing I am in favor of the Enhanced Bus Alternative without widening the roadway. In addition to having less of an impact on the canyon the Enhanced Bus Alternative seems affordable and can be implemented quickly. Thanks for the opportunity to provide feedback.	Matthew Robbin	Website
5603	Matt Robbin		
5603	UDOT's three alternative are costly solutions which fail to fit the problems and opportunities in Little Cottonwood Canyon. Enhanced buses are a low cost, flexible response to the problem of canyon crowding. Our shrinking winters and snowpack alone argue against massive capital-intensive projects which would offer at best marginal and limited benefits to the public. We have far more pressing needs and UDOT could be fully occupied in responding to those.	Henry Whiteside	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5604	<p>UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they encourage high-speed travel through a residential area which includes eleven residential intersecting streets. 12- foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community.</p> <p>A desirable roadway through residential community includes no more than one lane in each direction with possibly a REVERSE LANE for BUS TRANSIT ONLY.</p> <p>Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, which includes virtual offices, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business center located at the south/central valley area replacing previous prison space.</p> <p>More analysis is needed for: Pedestrian traffic across Wasatch Blvd. The effect of fracturing the approximately 10,000 Cottonwood Heights residents directly affected by a high-speed highway bisection their community. The egress/ingress lane design and associated roadway width on the additional six residential streets excluded from the LCC EIS.</p> <p>The solution to what is primarily a ski season problem, should include discouraging the use of private vehicles thru the use of tolls and/or increased parking fees and encouraging the use of free buses (subsidized by tolls/parking fees/resort participation and UTA).</p> <p>Of the three proposals described in the LCC EIS, I would prefer option 1 (enhanced bus/ no additional LCC roadway), then option 2 (enhanced bus/ widening LCC roadway - preferably a single reversible lane), and lastly option 3 (gondola)</p> <p>The only reasonable option for LCC is the enhanced bus service with no roadway expansion.</p>	robert jacobs	Website
5605	<p>It is asinine to believe that a gondola is actually a realistic way to move thousands of skiers. People will only use it at first because it is a trendy gimmick. Thereafter they will realize that it is a ridiculously inefficient way to transport people.</p> <p>The roadway expansion will negatively impact watershed and dispersed user groups like hikers, runners, bikers, and primarily rock climbers.</p> <p>Both options - gondola and roadway expansion will continue the decades old dismantling of wilderness quality in Little Cottonwood Canyon.</p> <p>Furthermore this EIS in general is frustrating to me. I have been studying and been involved with Wasatch land management and planning for a decade and it is really disheartening to see that this EIS just came down to three (only two of which are based in reality. The gondola is a pie in the sky joke) transit options for one 10 mile stretch of road.</p> <p>And not only that - the question you are asking is how can we move more people up the canyon? Why is that the question? We need to be thinking about this in a holistic manner - like watershed, wilderness quality, habitat, backcountry recreation. Transit for affluent humans in one canyon is really shortsighted.</p> <p>We must at some point realize that this canyon, and the Wasatch in general has a carrying capacity. Perhaps that means a lottery system or permits. But it is unreal to think we need to break it down to "travel time minutes" and traffic jams. These are mountains, not an LA commute.</p> <p>Add electric busses and stops at all trailheads/ parking lots. Incentivize people to park in the city or at the mouths of the canyons. Monetize resort parking for single and double occupancy vehicles. Limit development. Prioritize the forest, mountains, and watershed/ ecosystems. The future of the mountains is at stake.</p> <p>Thank you.</p>	Jack Stauss	Website
5606	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on the environment (according to information provided by UDOT). Once you remove this habitat, it cannot be restored. I dont think a faster 20 minutes is worth irreparably destroying the environment.	Joshua Pace	Website
5607	I support the gondola option with a base station at La Camille as the best transportation solution for Little Cottonwood Canyon.	Emmye Smith	Website
5608	<p>I personally would support the gondola option to keep traffic down and for a more Scenic relaxing way to get up the canyon</p> <p>I do not think enhancing the bus system without road side improvement will do anything. People will not use the bus if there is no advantage as it is time consuming, costs more, and is uncomfortable.</p>	Todd Keakey	Website
5609	<p>Enhancing the bus system with road side widening will incentivise people to use the bus system as it will provide a benefit, time saving. Match this with a toll for car uses or person count and i think we are headed in the correct direction. I also think reducing the cost per trip will increase usage and not limit the winter sports to high income earning families.</p> <p>Eliminating road side parking will be detrimental to non ski resort users such as back country skiers, snow showers, mountaineers and climbers. Trail head parking lots are often full by 7am on the weekends in the winter months. In the summer road side parking is sometimes the only option. Road side parking provides additional parking for the small trail head parking lots. If we do not have more bus stops or larger parking lots we will be limiting the use of the lands to many users.</p> <p>The Gondola seems like a good idea except the time it takes to get up the mountain and the fact there are not more stops at the trail heads. not to mention time spent getting on to the gondola. Doubling the time spent traveling will be detrimental to the use of this system. This seems very directed to only help the ski reports and not general mountain uses.</p> <p>I think a mono rail would be much more efficient in moving mass amounts of people in a shorter amount of time. Can we learn from Europe?</p>	Steven Senft	Website
5610	Do the gondola! Keep car traffic on the canyon to a minimum!	Matthew Chipman	Website
5611	As an Alta Ski Area employee who commutes up Little Cottonwood Canyon 5 days a week, I am very excited at the prospect of new transportation options. In my opinion a gondola is the best option in terms of minimizing vehicle traffic up the canyon. I am in favor of a gondola base complex at the LaCaile area. Any changes we make will be for the better, but let's do it right the first time and build a gondola.	Joe Amarante	Website
5612	Don't build a gondola or widen the road, it will literally destroy famous climbing areas in little cottonwood. You should just create a more efficient bus service.	Max Smart	Website
5613	Prefer the enhanced bus option 1	Jill Stephenson	Website
5614	Please do not build a gondola or widen the road. IT WILL DESTROY CLIMBING AREAS THAT I AND HUNDREDS OF SALT LAKE CITIZENS LOVE AND NEED. Just make the bus service or effective, that's probably way less expensive too.	Max Smart	Website
5615	I support the Alternative of Enhanced Bus and no additional roadside capacity with caveats as presented by the Salt Lake Climbers Alliance (SLCA). As a skier and a climbers, this presents the best alternative to getting skiers to the top with the least impact in the winter, and preserving access for a dispersed recreational use for climbers.	Hilary Silberman	Website
5616	I really like the tram from quarry plan. Good place to park and have some restaurants at the same time protecting our beautiful canyon and wildlife.	Paul Winter	Website
5617	Less is more. Moving more people up the canyons via gondolas will hurt the environment and pollute our watershed. More buses (unless they are natural gas or electric) means more pollution. Why not do something simpler such as fees for vehicle use (to encourage carpooling)? Widening Wasatch is also a disaster since drivers already go much too fast, plus it only benefits the road and construction industry. Look at what is best for our watershed.	Linnea Charnholm	Website
5618	we don't need any more people up in the Cayons this only destroys the fauna and forest in the Cayons	Berly Pena	Website
5619	I vote no in making any changes on the roads in fact the should regulate the# of people the we get up here and closed any trails behind our houses	Alfie Moralez	Website
5620	<p>My spouse and I stumbled over here coming from a different web address and thought I should check things out. I like what I see so now i'm following you. Look forward to looking over your web page again.</p> <p>MANDATORY Traction Control Rules should be in effect for all vehicles from November 1 to May 31. This might help prevent visitors from going up in a 2 wheel drive car, staying at a hotel, then driving down several days later in a snow event.....this has been a big problem.</p> <p>Also, to implement a toll tag system for both Little and Big Cottonwood Canyons,, which might encourage more carpooling. Thank you</p>	Andi Wieser	Website
5621	More Analysis needs to be don't on the impact on climbing in the canyon. How many climbing areas will be impacted for each of the plan. How many boulders will need to be destroyed if the lanes are widened. How much longer will hikes be if road side parking is eliminated. What about summer access how will hikers get to trail heads how many trail heads will be impacted by the creation of snow burns or snow sheds. Theses are all questions that have not even been considered or studied. What is the environmental impact of all of these options / having more people in the canyon in the first place. What is the impact on the back county's skiing access with the new plans. Why are the resorts not helping pay for something that is designed to solely benefit Them. Why is Wasatch widened from the north and not the south? What is the impact of noise to the houses on Wasatch with the widening ?	Marisa Cones	Website
5622	I want the enhanced bus service with no additional lane capacity. I am disgusted that an extra lane is on the table with the simple fact that half a million people get their water from the canyon, and it will endanger the watershed. I do not think the gondola is a good option either. The gondola will not solve the traffic problem, as traffic is going to be the exact same with a gondola.	Megan Sieverts	Website
5623	I strongly believe the Gondola is the best solution for Little Cottonwood Canyon. Please do not widen the canyon road. The gondola will provide visitors a scenic and much more enjoyable way to access the canyon, plus it won't add to air pollution. Gondola makes all the sense in the world!	Stephen Alfandre	Website
5624	I am in favor of the enhanced bus service with no additional lane capacity. I do not want an extra lane or a gondola to deface the canyon, and put the watershed in danger. I hate that a road building entity was tasked with the future of the canyon. I do not want an additional 100 parking stalls at Red Pine. Save the natural space we have please.	Molly Sieverts	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5625	<p>My name is Martin Ritter. I am the CEO of Stadler US Inc., a passenger rail manufacturing company located in Salt Lake City. I noticed with great concern that a train was not part of the proposed draft alternatives for Little Cottonwood Canyon. Passenger trains have many benefits over the proposed options, especially for mountain transit. Therefore, I hereby urge you to reconsider the draft alternatives to include passenger rail as an option. Below my concerns and suggestions:</p> <ul style="list-style-type: none"> • All alternatives should be treated equally with similar O & D's • Rail is the best long-term, year-round, environmentally conscience solution • Rail is the most cost effective alternative to road traffic and has best Life Cycle Cost of all proposed solutions • Life Cycle Costs should be included and considered in the report • Envision 1 train every 15 min vs a bus 2.5 min vs a gondola 25 sec • Train is most consistent with core canyon values • Rail has the greatest potential for a one seat ride from Airport/Downtown • Rail has highest carrying capacity per hour with multiple stops • Buses and trains can more easily adjust to demand • Evacuation of aerial gondola is dangerous and complicated, slow evacuation in case of emergencies • Gondola may be crossing over wilderness boundaries • Buses and trains are able to easily stop mid-canyon for other uses • A Cog Train can be built adjacent to existing road 	Martin Ritter	Website
5626	<p>Thank you for re-considering passenger rail in the draft alternatives for Little Cottonwood Canyon. More bussing would be the solution given the cost, including negative visual and environmental impacts.</p>	Carie Johnson	Website
5627	<p>I am in favor of enhanced bus service with no additional lane capacity. I do not want the road widened or the gondola. I want to protect the watershed and the natural spaces we have. I want the canyon to still be here for my children. I do not want it to become nothing more than a means to get to the ski resorts. Please buses only. I also do not want extended parking at Red Pine because it is by the watershed. I am okay with the additional parking at Lisa Falls IF it is on the opposite side of the road from the watershed.</p>	Megan Anderson	Website
5628	<p>It seems clear that all of the alternatives favor continued growth and expansion of LCC usage. I believe all of these alternatives should be shelved until serious options that consider limiting canyon use and puts preservation of the LCC environment and natural condition to the forefront. ALL of the presented alternatives add significantly to the cumulative effects that urbanization and unrestrained growth continue to place upon Wasatch Front canyons. It appears that this decision process is being driven by forces that care little about the intrinsic value of LCC and instead favor politics and non-sustainable growth.</p>	Rodger Renstrom	Website
5629	<p>I REALLY like the idea of a Gondola, makes total sense.</p>	Murray Gardner	Website
5630	<p>I strongly support the Gondola option because it will preserve the beauty and serenity of the canyon, in my opinion. I strongly support this Gondola option!</p>	Callie Alandre	Website
5631	<p>As a climber, skier and recreationalist in Little Cottonwood Canyon, unfortunately the only proposed plan that makes sense is enhanced buses with NO roadway extension. The ability to disperse in the lower and middle areas of the canyon are necessary for climbers and hikers alike. Additional road capacity will destroy some on the iconic climbs in LCC. Skiers need to have the ability to backcountry ski which the gondola gives no access to. Thank you.</p>	Galen Graham	Website
5632	<p>It is difficult to make an educated decision based on the small amount of information provided here. I support the proposal which has the greatest ROI in the sense of moving the most people up the canyon with the smallest environmental impact.</p>	Kyler Booth	Website
5633	<p>As someone who frequents the canyons for both backcountry skiing and rock climbing, I support the initiative with bus service that does not include widening the roads--key rock climbing would be eliminated and this accounts for a substantial amount of recreation in the canyons and needs to be taken into consideration. There are other ways to maximize efficiency without expanding the road. One possibility is to limit canyon traffic to buses only on weekends with relevant stops throughout the canyon and expanded park-n-rides. None of the options currently proposed by the department will solve the canyons traffic issue unless car traffic is restricted during peak hours in some capacity. If people have the option to drive, they will.</p>	Sarah Garcia	Website
5634	<p>I think a gondola makes the most sense for our community! I would use it every time. Enhanced locker areas at the resorts would also help with usage.</p>	Guinn Ellen Dunn	Website
5635	<p>I choose the gondola option.</p>	Kay Kelly	Website
5636	<p>go with the gondola and parking in LaCaille</p>	Sally Oneill	Website
5637	<p>I oppose all of the draft alternatives in this EIS. The massive expenditures of government resources to benefit the private owners of Alta and Snowbird ski resorts is wrong. There is no valid economic justification for it, while also they all would result in degradation of the water quality, air quality, visual experience and overall enjoyment by the public of LCC. Although UDOT currently spends tax payer monies to build and maintain SR 210 as a year round road whose main beneficiary is Alta and Snowbird, the total amount of economic benefit they produce to the state is a small fraction of the total ski industry in Utah, and none of the draft alternatives will change that. The major ski industry economic benefits are produced in Park City due to the expansive lodging, restaurant/bars, entertainment and other associated businesses located there driven by out of state destination visitors. That will never exist in LCC. These draft alternatives amount to an unjust enrichment of the owners of Alta and Snowbird by the taxpayers and will not enhance their economic contribution to the State of Utah, while causing ecological and environmental damage to LCC.</p>	Dave Barry	Website
5638	<p>I support the Gondola option - do not make the road wider, add more buses, etc.!</p>	Rick Nemeroff	Website
5639	<p>I support enhanced bus services without roadway widening. Shoulder parking is valuable to year round users of LCC when official parking lots quickly fill up. I frequently use it both in the summer for climbing and in the winter for backcountry skiing. I would be receptive to paying a toll during peak hours, but it should be better implemented than the Millcreek toll (this one sees far less traffic and already gets backed up). To be frank, I think the gondola will be an eyesore in the canyon, and does not address the concerns of non-resort or summer users.</p>	Cheryl Liu	Website
5640	<p>I support the comments submitted by the Salt Lake Climbers Alliance in that any actions taken should take steps to mitigate impacts to the rock climbing areas in LCC. I believe the road widening option seems the best to alleviate winter traffic, but I am very concerned about the potential impacts to the Gate Buttress area. The gondola alternative seems to have the most impact on climbing areas, so I would advise against choosing that option.</p>	Mike Heinz	Website
5641	<p>As an Alta Season Pass holder - I support the plan to build a high-speed, high-capacity gondola eliminating the need for road widening, buses and the tunnels, and including a toll for private vehicles traveling up the canyon. I understand an option to go to a garage near Le Caille - this is even better - let's do it!</p>	Corey Freeze	Website
5642	<p>As long as the gondola option is being changed to include parking at the gondola base station and that there are provisions to limit the number of skiers each day at Snowbird and Alta to prevent over crowding of the slopes I am in favor of the gondola. If these changes are not made then I am in favor of the bus option with bus lane.</p>	Tom Finley	Website
5643	<p>I would prefer the enhanced bus alternative - as a hiker and rock climber, access to roadside parking and climbing is essential to my family's enjoyment of the canyon. No matter the ultimate decision, please consider access for rock climbers.</p>	Devan Romano	Website
5644	<p>I support the gondola option. To address more issues, I think an extension to BCC and PC should be considered as well</p>	Christopher Hall	Website
5645	<p>I'd like to advocate for the gondola option.</p>	Emilia Wint	Website
5646	<p>Although more expensive, I feel a gondola system will be more environmentally friendly and it will draw more tourists to enjoy our future forward community.</p>	Sarah West	Website
5647	<p>100%, without question, the gondola is the best option or we'll be having this same debate again in 10 years.</p>	Greg Lentine	Website
5648	<p>Hello! I think that none of these three solutions will successfully alleviate the very real issue that is traffic congestion in LCC during the winter. While that is certainly a problem that merits investigating, I think this study has not gone deep enough into the impacts that any of these solutions will have on LCC as a whole. As an employee of Alta Lifts Co. I deal with and recognize the traffic on a daily basis. That being said, I also use LCC extensively as a climber. With all three of these proposed solutions, I am most worried about how this will affect access to the world-class granite climbing. I would like to see a deeper study on which climbing areas would be impacted by road-widening and/or lift towers for a gondola. Please investigate further and don't rush to a solution that will maybe help in one way (winter traffic) but hurt in others (by affecting the climbing and hiking that LCC has to offer also). Thank you for your time. With concern, Adrian</p>	Adrian Martino	Website
5649	<p>Dear Utah Department of Transportation,</p> <p>I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>Sincerely, Doug Waine</p>	Doug Waine	Email
5650	<p>I moved to Utah for the central wasatch range and all it has to offer. I have been a season pass holder to multiple resorts, now exclusively backcountry ski/ski mountaineer, run and climb every summer, and now have 3 children who are growing up with the wasatch as their backyard. I/we are in the major canyons weekly. My comment is this: People over profit. To all of us who are submitting heartfelt and thoughtful comments, the Cottonwood Canyons and beyond are HOME. The real magic of this place is the land and snow itself, that it is so accessible, AND that you know the liftie and see friends at the trailheads. My kids will not have the same great experiences I have had. IKON has destroyed what was good, let's not make it worse. We reject the gondola and especially the potential for resort interconnect. To many reasons to list here. We support snow sheds, enhanced (and incentivized!) bus service. As a family with small kids, at this point in time need the car but will take alternative forms of transport as soon as feasible. Road widening and flex lanes while not desirable, are better than the alternative. We need access for non-resort users. We reject the notion of a toll. We can barely afford it as it is.</p> <p>Sincerely, Parker, Carly, William, Gwen, Solomon</p>	parker chapple	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5651	While I appreciate the need to change the situation in Little Cottonwood, this proposal has only marginally-effective options, and one of these is ridiculous. The concept of a Gondola is absolutely out of the question. You've taken the bus ideas and made something even less effective as the option to consider. Let's take that off the table. It's ineffective, will forever blight the view of the canyon, and the crowding will be virtually unaffected due to the extremely limited capacity of the Gondola. The bus options are at least not going to have a "forever" impact on the canyon view. How about expanded bus pickups for the ski buses along the I-15 corridor along with the bus options, including building a parking structure there? Also, none of these options will be effective without a plan to motivate their use (including enforcement of carpooling, proper vehicles, etc.). Again, it's good to see UDOT considering options to lessen the congestion issues on the road to Snowbird and Alta, but the options presented in this proposal definitely seem to be lacking, and in one case outright ludicrous. Please, no gondola.	Vincent Romney	Website
5652	The gondola sounds like a really stupid idea. Its a ploy to get the one wasatch thing started. Next thing we know alta will be building a lift through grizzly glutch to solitude. While widening the road also seems like a bad idea. Maybe serge pricing toll and closing the road to one way at key times so the bus has its own lane. Or getting rid ofvthe ikon pass	Cade Nielson	Website
5653	I am 76 years old and have never skied nor at my age do I ever intend to. We moved to Utah 25 years ago from Oregon which is known for it's coast and mountains. It didn't take me long to determine the real treasures of Utah are it's National parks and it's canyons, in particular it's ski resorts. Even though I don't ski, I have numerous friends and family visit for the specific reason to ski. Little Cottonwood canyon has been their favorite destination. I am aware of the traffic problem that has existed for years and am happy that it is finally being addressed. I have reviewed the three proposals to solve the traffic problem in the canyon and am in favor of creating a gondola base station at the bottom of the canyon to transport those wishing to ski or just experience the majesty of our mountains. I think it is the option that makes the most sense to reduce the traffic and promote the most safety. I think the costs should be born by a private and public participation which would be the least expensive of the options for the tax payers. Thank you for your the opportunity to express my opinion.	clair price	Website
5654	While traffic and reducing it should be paramount, and allowing access to everyone to these amazing lands, these changes do nothing to benefit the Wasatch except these two ski resorts. When will enough be enough, the resorts have already expanded beyond what they should have, and are already putting our water shed, our recreation abilities (unless you can afford to pay their prices), and the health and vitality of our forests and eco systems at risk. This more, more, more and more greedy development approach is killing this state, the planet, and us. The alternative that should be enforced is no more development, period! Appreciate what you already have! and take care of it! The resorts should be concerned with quality, not quantity!	Carla Tuke	Website
5655	Expanding a traXlight rail to the base of the canyons would be of greater benefit to the visitors of the canyons as well as to the rest of the public at large, encouraging less car traffic all around the valley while increasing availability and access, no need for more parking lots. That is a win win for everyone - reduced pollution valley wide. IT is obvious that the Gondola is just a ploy to begin to push forward the interconnect of the resorts, it will not solve the traffic problem in any way, but will increase it. The only benefit I can see is it will allow the resorts to charge more money for people to be able to enjoy the beauty of the canyon, with this new RIDE, which is really all the resorts seems to be concerned with - increasing their profits! Everyone else and the environment be damned!	AJ Anderson	Website
5656	I am in favor of the enhanced bus service with no additional lane capacity. As a rock climber I am very opposed to the additional lane and the gondola. #1 Choice: Building a high-speed, high-capacity gondola eliminating the need for road widening, buses and the tunnels, and including a toll for private vehicles traveling up the canyon.	Matt deRosier	Website
5657	Allowing for add'l ski resorts along the Wasatch Front could also help alleviate congestion up BCC & LCC. Our state continues to grow but we have the same number of ski resorts. After studying the 3 transportation options for LCC, I feel the choice of the Gondola is the best!! Thank you for considering the options to alleviate congestion and preserve Little Cottonwood Canyon. There are few places in the world as beautiful. We in Utah are so fortunate to have this gem in our backyard. The memories of spending time recreating in LCC are very special. The Gondola will be spectacular and will add to those memories while reducing harm to the natural environment. Please put the Toll Booth in immediately. The privilege of experiencing the canyon will be with every penny.	Jamie Peters	Website
5658	Hello. Are we evaluating the possibility of a rail/train solution to help decrease congestion in the canyon? Having spent over 10 years living in mountainous parts of Europe I have seen how efficient and convenient the trains can be to move passengers up and down the mountains. Utah is now my home, and I sincerely hope we can find the right way to allow people to enjoy this beautiful region. It is also important to me that the solution be minimally invasive to the nature in the canyon. I do think this could be feasible with a rail solution and I also would venture to guess that the carbon footprint would be comparatively low. Therefore I ask that at the very least we evaluate a rail/train solution as a viable option.	Brett Huras	Website
5659	My vote is for the Gondola Option	Richard Willis	Website
5660	The Gondala seems to provide the minimum disruption to nature. Should only charge on the weekends to drive up	Thomas Keeler	Website
5661	I am in favor of the enhanced bus service with no additional lane capacity. I do not want the road widened. I am concerned with the watershed already being so close to the road, and I do not want to carve away the little natural land we have left. I also do not want a gondola up the canyon. The gondola could also threaten the watershed and leave a large environmental footprint.	Alex Anderson	Website
5662	Heavily support the gondola option. Would also support gondola from Park City area.	Lee Porfer	Website
5663	Gondola seems like best long term option for offering access responsibly.	Elizabeth Finlinson	Website
5664	I support the option of more buses plus adding flex lanes for buses (which could be used by cyclists in the summer). I think this is the best option to reduce the traffic long term. I would gladly ride the bus more often if I could be assured it would not get caught in traffic. I think increased busing, if not mandatory busing, is the best option for improving traffic in the canyons. The alternatives strike me as too disruptive to the beauty and ecology of our canyons.	Robert Scott	Website
5665	With increased busing, we need a dramatic increase in service, as well as new and or expanded park and ride locations. The limited park and ride locations increases the sense that the buses are crowded and unpleasant experiences. I can speak first hand that it's really frustrating to have waited a long time only for there to not be enough room on the bus for all those waiting or for the bus to arrive already full. Additionally, steps should be taken to ensure that the buses have better options for gear storage than the current buses. The current buses themselves are part of the problem.	Eleanor Gilmore-Szott	Website
5666	Train transport is the most clear solution to both environmental and convenience solutions. Why has this not made. Comeback asbthings have evolved? This is the one mode that is the most inexpensive, green and convenient for consumers. Please look into it.	Susan Paskett	Website
5667	I'm in favor of Gondola and La Calle base station for Little Cottonwood Canyon. Widening roads is not a long term solution. Thank you for considering options to improve the reliability and safety of transportation on SR 210. I am writing in favor of the alternative to enhance bus service with no additional road capacity. Increased bus service is a change that can be made immediately and with minimal impact to reduce the number of cars in Little Cottonwood Canyon. In addition to increased bus service, I strongly support tolling of cars driving into LCC, with incentives to carpool or use public transit.	Brynn Perkins	Website
5668	Road widening is an option that could potentially be considered in the future but should not be implemented ahead of proper environmental impact studies. Similarly, I oppose the development of snow sheds due to the destruction of natural beauty that will occur. However, should this option be pursued, environmental impacts including erosion risk and water quality should be analyzed ahead of moving the project forward. I strongly oppose the development of a gondola under any circumstances given the destruction it will cause to the natural beauty and environment of Little Cottonwood Canyon. However, if UDOT is ultimately chooses to pander to Ski Utah and put the gondola in, please be smart enough to put the parking right at the gondola base. Having to ride a bus to the gondola is the silliest idea I've ever heard. Finally, I think it is important to highlight the limited scope of this EIS. Changes made to LCC will have rippling effects throughout the Wasatch and it is vital to take these downstream effects into consideration before moving ahead with any plans specific to SR 210. Thank you for the opportunity to comment.	Colleen Rock	Website
5669	The bus option with no road widening and no gondola is the best of the options for sure. Dear Utah Department of Transportation, I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.	Isaac Acosta	Website
5670	As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.	Clayton & Sherry Wilkinson	Email
5671	As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place. Sincerely, Mr Clayton and Sherry Wilkinson	Peter Floodman	Website
5672	I am a regular user of the Cottonwood Cyns and frequent Season Ticket holder at Snowbird and Alta since 1972. I believe the best option is the GONDOLA. It makes the most sense given the tourism we accommodate from around the world. Salt Lake is an international destination year around and this 8 mile Gondola through the majestic granite walls of Little Cottonwood Canyon will only add to the world class environment Utah has created for everyone to enjoy.	Zachery Robarge	Website
5673	Please do not put in a gondola and please do not widen the road. Run more busses if that's your prerogative bit please don't defile the canyon	Kevin Brower	Website
5674	I vote no for a gondola. Why is a 3 lane road not being discussed?! During peak hours have 2 lanes up and during peak hours 2 lanes down. Or how about a test season doubling the amount of busses and see how that goes. If everybody is on a bus then by definition there will be less cars and less need for any of these changes. Let's see some data of actual completed projects that have solved the problem else where. For example the unused Draper traX line.	Sheryl Ipsen	Website
5675	More Buses only please, no widening of roads. Small amount of the year that sees intense backups!! Thank you!!! Increased environmental impact for the benefit of two ski resorts and their continued increase in profits doesn't make sense. Do away with the ideas of a gondola or widening the road. We climbers use the area year round while skiers only use it for a few months out of the year.	Mateo Weisgal	Website
5676	I think expanded buses are the best answer provided. I absolutely do not want to expand the roads as I feel it is unnecessary and further reduces our wild spaces and the habitat available for a variety of species. Gondolas are an abhorrent idea and waste of resources. If we want to spend money on something, lets get more buses and make them electric.	Andrea Parrish	Website
5677	Go with the gondola subsidized by tolls on private vehicles.	Jeff Gaufin	Website
5678	Why not put a train to and from the resorts?	Jesse Timmerman	Website
5679	I support the high speed, high capacity solution to traffic mitigation in LLC. Having traveled extensively in the mountain ranges of Europe, I have seen first hand the efficiency and traffic reducing effects of lifts like this.	Barry Woods	Website
5680	Kudos for all the work on a difficult project! Should have had snow sheds decades ago. Should include snow sheds with the gondola option. I'm concerned the enclosed gondola will be stigmatized for years even though covid will pass some day. A normal flu/cold season is deterrent enough for riding the Snowbird tram. Based on these options I'd go with road widening and enhanced bus. Also, anyone that held any government position for the past or future five years (Elected or paid) that worked on any of these proposals in any way must be banned from profiting financially, in any way, from any land or development transactions associated with the final project selected. If conflicts arise those individuals must donate any profit, in excess of audited/competitive labor & materials towards reducing the tax payer portion of the project.	Robert O'Neill	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	I am very concerned that the EIS does not adequately analyze the impacts of the transportation proposals on dispersed recreation, especially in the lower portion of LCC.		
5681	I'd argue for more analyses of the buses/shuttles and NO roadway widening. Why can't we have huge parking garages at the bottom and great shuttle systems up and down? Buses would have the least impact on the lower cottonwood canyon and on climbing--a growing sport! This proposal would have the least impact on the climbing resource with the information currently provided by UDOT.	Stacy Bare	Website
5682	Please spend some time with the Salt Lake Climbers Alliance who continue to advocate for year-round dispersed recreation access to climbing resources with transit solutions that accommodate appropriately for traffic safety as well as current and future access to climbing resources. Growth trends in climbing as a sport are increasing as is the use of outdoor climbing resources in LCC. This use needs to be appropriately considered in UDOT's Alternatives. I would love to see the gondola option and make traveling in the mountains more efficient.	Allison Aafedt	Website
5683	As a climber, skier and year-around user of LCC, I support the Salt Lake Climbers Alliance comments on the draft alternative plans for Little Cottonwood Canyon. Enhanced service, without roadway widening, would be the least impactful proposal. However, there are still lots of analysis needed to consider dispersed recreation in this area.	Eric Wynn	Website
5684	Thank you, Eric Wynn		
5685	Gondola option looks like the best option visually, impact-wise, and presents the lowest COVID-impact. I believe the best way moving forward is to increase both bus services and provide more and better strategic parking lots. My interest is to see the least environmental impact in the mountains. Please do not make money the motivating factor for decisions that will impact generations to come. The natural environment is one of our greats assists in the west. Protect it!	Garrett Long	Website
5686	I echo the comments from the Salt Lake Climbers Alliance: I support the Alternative of Enhanced Bus and no additional roadside capacity, with caveats (#1-14 below), as this Alternative would have the least impact on the climbing resource with the information currently provided by UDOT. Overall, any Alternative needs to carefully consider dispersed recreation, especially in the lower part of Little Cottonwood Canyon. The climbing areas in the lower portion of the canyon are heavily used throughout the year and the Alternatives will potentially negatively affect the user opportunities, user experience, and environment.	Anne Wolfer	Website
5687	A rail line would be the best multi passenger/multi stop option. It would also be a good year round option.	Hayden Bove	Website
5688	I support the Alternative Enhanced Bus - no additional roadside capacity option. Capital costs are low and it has the least impact to the climbing areas in Little Cottonwood Canyon. The Gondola would be an eyesore while being outdoors in the canyon. High winds could impact the gondola's frequency and any rescue efforts to the gondola (if it were to breakdown) could be logistically difficult.	Joe Kennard	Website
5689	I am very concerned about your proposed expansion of Wasatch Blvd. As a resident of the top of the world neighborhood, I live 1 block in from Wasatch. Increasing the number of traffic lanes for cars will increase noise and air pollution and make leaving my neighborhood very difficult. I leave from kings hill drive and turning left will be dangerous and impossible if additional car lanes are added. Straightening Wasatch will encourage commuters to travel at higher speeds which is the opposite goal for our area. Reducing speeds, providing ample opportunities to encourage bus use and safe areas for walkers, joggers and bikers are top priorities for the residents of our community. Widening roads through our area will not improve ski traffic because the road eventually narrows to a one lane road going up each canyon. This will only serve to allow more commuters to idle right outside of our neighborhoods on high ski traffic days. What we need to do is only add a bus lane, safe bike lanes and a multiuse lane for pedestrian use. I strongly oppose the adding of additional car lanes. I moved to this area 5 years ago. The homes in our neighborhood will greatly suffer a loss in home value by putting such a large freeway through our neighborhood. The widening is unnecessary and harmful. Please reconsider instead of bulldozing your idea forward. Please stop for a moment and consider how you would feel if this was your home. Also ask yourself why you are doing this and why do you think this is needed. We need to focus on walkability and preservation of our neighborhoods. Cottonwood heights is about nature, outdoor recreation and community. Putting a giant freeway through town is divisive, dangerous and harmful and the opposite of what our community needs.	Tullivan Begay	Website
5690	I was surprised to see a rail system was not considered as a proposal. A rail line would allow greater flexibility on stops compared to a gondola and may eventually allow for a connection into the rest of Utah's light rail system allowing for seamless travel across the Wasatch area.	jennifer nazzaro	Website
5691	I support Enhanced bus with no additional roadside capacity. This would have the least impact on the canyon, and on other canyon users. It must be combined with limiting the number of cars allowed up the canyon during peak ski days. No point having the bus service if personal cars are not limited on peak days	Anne Weaver	Website
5692	I'm in favor of the second option. Widening the canyon road, adding dozens of buses, constructing over half-a-mile of concrete tunnel "snow sheds" and adding a toll for private vehicles. I think there sheds should be fast tracked.	Wendy Jenkin	Website
5693	In reviewing the three proposed alternatives, the Enhanced Bus without additional road capacity seems to provide the most benefit for least cost and environmental disruption. - allows for a step-wise process through incrementally growing bus capacity - increased capacity can start now rather than years from now - bus stops can be flexible, serving other canyon uses besides the two ski resorts - provides year-round service, rather than winter only gondola - lower visual impact vs adding gondola towers - peak period shoulder lanes can be added in the future as needed	Nick Stearnsn	Website
5694	My over all comments about the LCC transportation project. - should serve all canyon users not just the ski resorts - should provide capacity year round (the canyon is heavily used in the Summer) - buses should be electric (zero emissions, adding capacity shouldn't come at the expenses of adding emissions) - users should pay, including out of state visitors (resort fees, tolls, etc) - questions about how snow sheds will impact backcountry ski access in the winter and biking, and hiking in the summer As a resident and frequent user of the Cottonwood Canyons, I am in support of enhanced bus service without roadway widening. However, I have not seen any options that fully address the problem.	Brock LeBaron	Website
5695	The gondola and road widening proposals represent a HUGE expenditure of taxpayer money, before we have implemented simple, low hanging fruit solutions. Reducing cars/ traffic in the canyon will require a) additional parking near the mouth of the canyon b) enhanced bus service throughout neighborhoods and hotels that connects to the ski bus and/or c) tolls for cars that use the canyon roads. Given that it is currently free to drive and costs money to ride the bus, it is amazing that demand for the bus STILL far outstrips supply, and people are left waiting for several buses to go by before they can get on during rush hour. If we provided adequate bus service, and incentivized people to use the buses rather than drive, that demand would continue to increase.	Jen Wulf	Website
5696	This is a huge mistake and will ruin the character of the neighborhoods and only increase traffic in the surrounding areas and bring MORE people into the Canyon. The reality is the canyon is finite - and so should the number of people be that are in it. You businesses and associated trade groups that think you can expand indefinitely or grow revenue indefinitely should have thought of that before you chose a business that isn't scalable and this is on in a finite area. You are not Walmart or Amazon. Deal with it and leave the canyons find their equilibrium and stop trying to shoe horn things in. You and your bullshit are putting the putting the last straw on that will ruin this precious wilderness but you don't give a damn.	Ed Jones	Website
5697	I prefer the Gondola option I am a lifelong resident of Utah - born here in 1950 I am FOR : MORE BUSES and NO lane widening. I am AGAINST - gondola (NO WAY) - lane widening	Nancy Sefakis	Website
5698	If we simply invested less than a quarter than is being proposed in some of these options, \$50 million to \$100 million in buses, transitioning 50-70% of the people out of their vehicles and onto transit well before the mouths of the canyons; if we altered behaviors by not allowing cars to line up, implemented a toll that encouraged 4 people per vehicle, ticketed vehicles for having ill equipped tires, and enforced no roadside parking as should have been done years ago -- we could make a bigger dent in the dreadful traffic woes caused by cars and would have to build nothing more in our canyons. Give it an earnest 5 -10 years, actually funding it like you want to solve the problem. We can continue to investigate long term solutions in the interim. All we know for sure is that the options before us right now, completely fail the users and the environments in the Wasatch, destroying the values that make this place special. Your truly, Harold Carr Ph.D.	Harold Carr	Email/Website
5699	I support the Gondola Plus La Caille Base Station alternative as the most fiscally sound, forward-thinking, long-term and innovative solution to the traffic challenges presented in Little Cottonwood Canyon. The La Caille Base Station will further enhance the benefit of less congestion, pollution and overall traffic within Little Cottonwood Canyon and further mitigate the need to widen roads. The other alternatives that include wider roads, more cars and more busses will only serve to enhance the same problems we have today. On snowy days we will still have traffic jams, but with more cars, more busses and more pollution. In 10 years, as our population increases, we will all be engaged in this same discussion again if we don't look further ahead and make the best, long-term decision today. Utah should be a state that embraces transportation innovation. Any state or country can blow up canyon walls to lay more concrete. Any state or country can widen roadways and accept increased noise and air pollution as the new status quo. Any state or country can choose to ignore the fact that roads will never be wide enough. Utah, with its silicon slopes nearby, should lead the world in transportation innovation, beginning with access to its world-renown Wasatch Mountains. I support the Gondola Plus La Caille Base Station because it's the only plan that looks beyond the next decade. It embraces transportation innovation and looks 50 years ahead, allowing for fiscally sound and environmentally safe continued growth.	Paul Fulton	Website
5700	The enhanced bus with NO additional roadway capacity is the clear winner for the best ROI. It provides a relatively equal capacity to the other options, while being the least expensive for capital costs. This option also does not sacrifice accessibility to summer activities in LCC. Expanding the road would take away side of the road parking which is helpful for accessing various parts of the canyon. My only hope is that the summer/fall recreation activities are also considered when deciding on the plan.	Matthew Irwin	Website
5701	Please do not widen or work on the road do not destroy our nature!	Wolfgang Morlock	Website
5702	I support the enhanced bus with road widening option. This makes the most sense for avalanche control, the local community and the ski areas. Support Enhanced bus with no additional roadside capacity. The other options are too expensive and too damaging to the canyon. During peak periods the LCC road could be run like a toll road, with the cost per vehicle high enough to discourage driving personal vehicles up the canyon. The bus should be free or minimal cost, financed by the toll road.	Elizabeth Tronstein	Website
		Stewart Middlemiss	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5703	Please protect recreational opportunities by pursuing expanded bus service, BUT do NOT expand Wasatch or LCC.	Mark Shah	Website
5704	After reviewing and as a resident of big cottonwood canyon, I like the gondola option. Might be more expensive in the short run but perhaps less expensive on the long run	Dan Schlehube	Website
5705	<p>Hello,</p> <p>I am writing in reference to the three options outlined in the Little Cottonwood Environmental Impact Statement. I have spent 30+ years going up and down the Cottonwood Canyons, both in winter and summer and am in total agreement that something needs to be done to reduce the congestion, especially during tricky winter conditions.</p> <p>Of the three options, I prefer Alternative 1 (Enhanced Bus Service) the most and Alternative 2 (Enhanced Bus with shoulder lanes) as a back-up. I think that Alternative 3, the gondola, is a very poor option for numerous reasons. Gondolas have worked well in places like Verbier and Courchevel in France, but the Wasatch is a much different situation. In these two areas, the gondolas are free, run almost all day long, year around and connect lower and upper civic centers. In both cases, it is faster and easier to take the gondola as it is a direct, straight line up the mountain verses a narrow twisty road with many tight switchbacks. In the case of the proposed LCC gondola, it would run parallel to the road and be slower than a car at best and much slower when you factor in the parking and transfers, especially if you have a family with all of their ski gear. I didn't see any ridership cost estimates, but if it is anything like ski area gondolas, a ride of that length will be expense and unlike packing more riders into a car, there will be no economy with a larger group size.</p> <p>Thanks for all of your thoughts and efforts, Andrew McLean</p>	Andrew MacLean	Email
5706	Please choose alternative 1. People still want to be able to enjoy the canyon who aren't going skiing.	Melanie Brun	Website
5707	I support enhanced bus service, with or without additional lanes. I oppose gondola is it will impact the scenic nature of the canyon. Please consider access to boulders and climbing areas in considering proposals	Greg Radin	Website
5708	<p>Hello my name is Dan Barrell, I really appreciate the opportunity for taking public comments and for your hard work on this process.</p> <p>Having reviewed the transportation alternatives and after putting a lot of thought into the feasibility, cost/benefit and environmental considerations I am pleased to share my thoughts with you.</p> <p>The only feasible options are the alternatives involving additional buses / enhanced buses. I am EXTREMELY OPPOSED to the gondola option on several grounds.</p> <p>The Gondola is extremely limited in its functionality as it can only serve the two resorts, thus completely eliminating the possibility to serve the entirety of the canyon (including hiking trails). It also is EXTREMELY SLOW. The only rare occurrence when it would be faster is on the very few mornings of avalanche control, which the avalanche sheds could mitigate against. Because it involves multiple steps (bus to gondola station) and due to the long travel time, very few people will take it in the winter or summer and would favor cars. It thus would not solve the problem of traffic for its staggeringly high cost. Because it can't stop at trails it would do nothing to minimize traffic in other areas of the canyon. The gondola would destroy the character of the canyon, by forcing a large obtrusive infrastructure in the middle of the canyon and ruin the natural character. This infrastructure with its staggering price would only serve the ski resorts and would be a handout to them. If this option is selected Alta / Snowbird should be required to pay for 100% of the cost, NO PUBLIC FUNDS SHOULD BE SPENT ON A GONDOLA!!!! As Alta is publically lobbying for a Gondola, if this option is selected, there needs to be a comprehensive audit of UDOT to determine whether Alta exercised undue influence on the process.</p> <p>The bus service can be nimble and ramped up and down for future needs and provides greater optionality. I think the bus travel time could be even more reduced if each resort just had one bus stop on the side of the road, where passengers disembark the UTA bus and are driven by the resort bus / outdoor shuttle to the front of the resort. This would minimize the cycle time and allow for fewer buses to serve more passengers. It would also offer the possibility of regular buses (every 10 minutes).</p> <p>All the public I've talked to are extremely opposed to it and I am confident UDOT will arrive at the conclusion that enhanced bus service is the only alternative that should proceed (unless undue influence from business interests was prioritized over citizens who will pay for it).</p> <p>Thank you so much for your hard work and for engaging the public.</p> <p>-Dan Barrell Salt Lake City</p>	Daniel Barrell	Website
5709	I really agree with the enhanced bus idea. However, I am skeptical of widening the roads in and around the canyons. If the idea is to have less cars in the canyons, bigger roads are the antithesis of that! Let's invest in public transportation infrastructure so that all of this construction nonsense IN THE CANYONS is not necessary. These canyons are also the home of many species besides our own, and to not take that into consideration is a huge mistake.	Patti Hobfoll	Website
5710	I really agree with the enhanced bus idea. However, I am skeptical of widening the roads in and around the canyons. If the idea is to have less cars in the canyons, bigger roads are the antithesis of that! Let's invest in public transportation infrastructure so that all of this construction nonsense IN THE CANYONS is not necessary. These canyons are also the home of many species besides our own, and to not take that into consideration is a huge mistake. What about building out the Trax system to travel up Wasatch Blvd?	Ari Hobfoll	Website
5711	The high capital cost of these alternatives raises the question of whether the cost / benefit of these alternatives is sufficient to justify their construction. We are talking \$0.5Billion over 10 years, especially considering the likely cost overruns. Are there not already enough people up at Alta and Snowbird?Where are the cars going to be parked? For these reasons, and the overall impact, I would support the lowest capital cost (buses) because these are most easily expanded, and give greatest scheduling flexibility. The key is to limit use of private cars, and encourage the use of buses from further away than the immediate base of the canyon.	Miranda Menzies	Website
5712	After reviewing the options, I would prefer the Enhanced Bus Route without widening the road. I believe this will have the least environmental impact on the land. Additionally it would be not contribute to the poor air quality, if the buses could run on natural gas, electricity, or some sort of hybrid. Thank you!	Angela Mason	Website
5713	Gondola is by far the superior option	Kyler Roush	Website
5714	Gondola 100%	Tim Shaw	Website
5715	I would like to see a tram/gondola system along with road widening/improvements including the tunnels. I do not agree with a toll system, especially for those of us who own properties and timeshares at Alta and Snowbird. There needs to be some system in place that allows those who are paying a substantial amount of money to stay in the canyon for weeks at a time to have a pass that allows access, without having to pay even more money if we travel up and down the canyon for various reasons.	B. Ririe	Website
5716	An immediate transportation solution for LCC is needed. The enhanced bus service with increased parking lot capacity seems like an obvious solution as it could be implemented as soon as this winter. Another consideration could be: One way uphill traffic in the peak morning hours on weekends, holidays, and powder days (7-8 or 8:30am perhaps). Also, snow sheds must be part of any bus option solutions. Finally, a gondola option should ALSO be considered for the near future. It seems silly to have an all or nothing proposal-buses vs. gondola. We should have BOTH as the popularity of skiing and hiking in the Wasatch is growing and will continue to increase as the local population and tourist traffic continues to grow.	Victoria Gorman	Website
5717	<p>Thank you for taking the time to consider my opinions!</p> <p>I've spent the past 13 seasons working in Little Cottonwood Canyon. I've lived in the Canyon, and have also utilized public transportation throughout much of that period (specifically for two years when I didn't own a vehicle). Even then...10+ years ago, the traffic was bad and there would be a red snake on a lot of busy snow days. But it has significantly worsened over the past 5 years...to where now, there are almost daily backups, and on every storm day you are most certainly forced to either beat the road closures, or to not ski at all...in my opinion. I mean there's no way I'm going to spend 3 hours waiting in a car. I simply don't have the time, but most importantly, it's morally unjustifiable given the current conditions of our environment.</p> <p>I believe immediate action is needed, and needed on a few different fronts. Minimizing the delays due to road closures is absolutely imperative. Snow Sheds need to be installed as soon as possible, period. It will decrease the amount of road closures... and man, shit is going to get a lot worse with the road in the next decade. Action needs to be taken immediately...and this I believe to be an important first step.</p> <p>The only logical move in my opinion is the Gondola, the main issue here is cars on the road and parking at the resorts. However I think alternatives would have to be discussed for those individuals that live closer to the canyon...when the thought of driving past Big Cottonwood...to then hop on a bus and head right back to the mouth where you live...simply might be too much to consider for most folks. Would there still be regular bus stops along the way...or is it only at the hub?</p> <p>Also, I think it's important to understand that many more individuals would take public transportation currently, but the thought of getting stuck on a bus standing up, awkwardly holding your gear for 3 hours...is absolutely terrifying, and more so probable. Throughout my 13 seasons in the LCC, I have opted out on taking the bus many times just because the latest bus departs Alta at 5:35... or 5:55pm (which doesn't even allow most employees of the Ski Area and the Town of Alta to complete their shift). We need to find a way to take care of the daily commuters that are working in the canyon at the very least...if there were a few late evening bus options...it would definitely make a difference in the parking situation up Canyon.</p> <p>Another plan should be devised for those who beat road closures. Some mornings they don't open the gate to the Gold Miners café until after interlodge has begun. Therefore during a short window, everyone is crammed into the entry way. This issue will only get much worse in years to come, and it's going to come with many voices bashing Alta. It's most certainly not Gold Miners issue, however something needs to be done to accommodate those beating the road closure...car pooling, and limiting congestion on those early mornings (aka...1/3 mornings throughout the season J). Perhaps looking into the construction of a new lodge (located west of the Buckhorn where the snow is pushed from the parkinglot)...that would eventually turn into the Gondola hub station at Alta in future years...a big spacious building where you could gather before the lifts open, and also grab a bite to eat mid-day, or hop on some wifi while you wait to ride the Gondola down.</p> <p>The PPSL is a unique idea, however for it to be effective it will require a ton of buses, and it will require constant road service... as the road won't have the snow compaction of all the other vehicles on days where it's accumulating quickly. Also, I think the only way for an extra lane to be effective as a bus only lane...it would also have to be monitored via a gate...allowing it to open to all traffic and or close during busy times to bus only traffic.</p> <p>Perhaps a swing lane could be an option. An extra lane that allowed up-traffic only in the AM's, and down traffic only in the afternoons and evenings. However, when the road is greasy...I think it would be hard to be comfortable driving next to someone in another lane, therefore medians on all lanes might have to be used, or something of the sort.</p> <p>Ok, that's all I have. Thank you for taking the time to consider my opinions on the travel situation in Little Cottonwood. For me...it's something that has to be addressed quickly, because many days I choose not to ski just because I don't want to add to the mess. It's a turn off that will eventually push many locals out of this area and onto more quiet and simple pastures.</p> <p>Skiing should be simple, it shouldn't require 3-7 hours of driving each day!</p> <p>Thank you!</p>	Noah Wetzel	Website
5718	As an outdoor enthusiast who has been fortunate enough to recreate in LCC for 43 years, I would like to lend my support to the Enhanced Bus Service alternative with no additional roadside capacity. My activities including hiking, snow shoeing, rock/ice climbing and back country skiing, I have seen year round increases in the numbers of people and cars utilizing this beautiful canyon, not only at the ski areas in the winter, but also all 4 seasons and dispersed the entire distance of the canyon. Anyone driving up the canyon recently, particularly during the COVID 19 pandemic, has seen that a gondola could not feasibly address the current uses. Also it would be an expensive proposition, at a time when government, business and private individuals are all compelled to tighten our belts.	Karen Kelley	Website
5719	Adding a new lane would have a very significant environmental impact in the canyon, one that cannot be reversed, as well as adding a tax burden for all citizens. The advantage of simple Enhanced Bus Service is that it is a cost effective way to assess how any change can improve traffic flow and congestion. Combining it with a toll or user fee to drive one's own vehicle up the canyon may enhance positive results. Simple cost effective measures such as these should be tried first, and their impacts given a genuine trial, before more expensive, access limiting and irreversible alternatives entertained. Thank you for your consideration and hard work on this challenging problem.		
5719	I support the gondola idea above the others	Travis Isaacson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5720	<p>Although I favor Alternative 1 because of transit time and minimal environmental impact on the canyon, we believe the gondola alternative should be considered as an alternative. However, UDOT's Alternative 3 — Gondola does not go far enough to make it something that should be implemented. We do know of a proposal by CW which would offer the following improvements that would make the Gondola a much better option:</p> <ol style="list-style-type: none"> 1. The demand for a Kiss and Ride and public access and parking will occur once people understand that they can not access UDOT Alternative 3 gondola as proposed. Even if UDOT's long term intentions are otherwise, eventually citizens will demand easier access to board the gondola in a more direct manner. We believe the political will to restrict this will eventually fail. 2. Moving the gondola out of the mouth of the canyon only makes sense since it will require 1500+ parking stalls. Locating parking at the quarry trail is not acceptable under any condition. Moving the gondola 1 mile or further west will keep traffic out of the narrow choke point at the mouth of the canyon. UDOT should find a more acceptable location for the Gondola that will take into account the long term use and benefit by the public. It must also be compatible with the neighborhood surrounding the area. 3. Gondola capacity is critical, I believe that UDOT should increase what is in their proposal to what is being suggested by the alternate proposal. The alternate proposal proposes more than doubling the capacity and will further reduce auto traffic up the canyon. <p>My comments should not be taken as suggesting that I am in favor of the CW proposal, in fact there are many things about their proposal that needs work. However on the points that I have listed incorporating these would go a long way to make UDOT Proposal #3 more acceptable for the long run.</p>	David Hart	Website
5721	the gondolas are the best option to preserve the integrity and environment in the canyon. LOVE it.	Adrian Jay	Website
5722	Enhanced bus service with road widening is the best solution given the added utility of bike lanes in the summer. Adding a gondola would be too large of a change to the character of the canyon.	Ryan Bender	Website
5723	The gondola solution to transportation issues in the Canyon would be idea when augmented by the La Caille Base Station concept. Please consider this addition to an already excellent plan with gondola transportation to preserve the canyon, improve the air quality, eliminate traffic congestion, and make the entire experience better for all. Thank you	Tess Miner-Farra	Website
5724	I would leave it as it is and not disturb the canyon any more than we already do. No changes please.	Harry Sullivan	Website
5725	I am a lover and avid user of little cottonwood canyon and consider it a second home. To me there is only one option to really consider and that is the increased bus use in the canyon. Both widening the road and building a gondola will destroy some of the beauty that the canyon has to offer and with it destroying some of the recreation as well. Little Cottonwood canyon is a world renowned rock climbing mecha because of Utah's and Salt Lake Cities ties to the outdoor industry and building a wider road would destroy some of the most iconic and classic climbing spots. I realize that the city wants to try and make more money getting more people up the canyon to ski in the winter but a canyon alone shouldn't just be about making money. You also have to think about off peak season. Another thing to consider is the environmental aspect of the project you are about to indulge on. If it is true that you want to make more money off the canyon in the next 50 years wouldn't it be smarter to be part of the solution of climate change and try to prevent it with every action we take. Using a bus system might seem like it would hurt more than a gondola but with all of the larger machinery building the gondola and widening the road would not only make a mess of the canyon but would reap repercussions in the long term if there was shorter ski seasons or no skiing at all because of no snow. I am not an expert in any field but it seems to me that for the good of the canyon and the people who use it maybe being able to drive the canyon and even being stuck in traffic in the canyon might give people more time to see the canyon and fall in love with the canyon just as I have.	Kyle Combe	
5726	I support the Gondola and La Caille base station. It's hard to see the future but quite easy to see the that widening the road for more cars is simply a bandaid to an already problem. Too many cars. This canyon was not meant for 7,000 cars a day which will only grow. It's easy to predict the system doesn't work now and making it bigger won't make it better. Shelly Filgo	Shelly Filgo	Website
5727	<p>I support Alternative 1: Enhanced bus service.</p> <p>Overall, I am dismayed and discouraged with these options. There is no consideration of general usage needs of both Big and Little Cottonwood Canyons, nor Millcreek Canyon. The focus on Little Cottonwood Canyon is relevant only for resort users during the winter season. Year-round dispersed canyon users will experience no advantages, and will remain dependent on personal automobiles. The gondola and bus with roadway widening create environmental disruption and blight, and potentially erosion/run-off concerns, with huge costs.</p> <p>Our canyons and wild areas are our most prized assets. Wilderness, wildlife, and watershed preservation and protection should be the goal and highest priority. To consider a transportation system and infrastructure to benefit the resorts only is unfair, unwise, and ignores a huge user group of the Central Wasatch.</p> <p>UDOT really needs to go back to the drawing board, and collaborate with other groups studying broad canyon issues, including transportation. However, given the options, the least disruptive alternative is Alternative 1.</p>	Nancy Hanson	Website
5728	<p>Hello team, Please find attached the Wasatch Mountain Club comment.</p> <p>Thank you, Dennis Goreham WMC Conservation Director</p>	Dennis Goreham	Email
5729	I think the road should not be widened. Climbing is constantly road side, and will be affected, and I the road is widened there is no way around it, it will affect 50+ climbs, maybe more. A gondola is a decent idea, but also affects roadside landmarks and boulders. Bus is the best route, if climbers are expected to use it, boulders will have large crash pads, and trad climbers will have large packs. The bus would need to accommodate these if they are expected to use this. If the roadside parking is limited this is a must	Samantha Johnson	Website
5730	The gondola idea would be a great option, no pollution and less traffic. Gondolas!!!!!!	Larsen Jay	Website
5731	Please consider the "Enhanced Bus with roadway widening" and the "Gondola with bus from mobility hub" options. Thanks!	Jay Tee	Website
5732	I would like to see environmental impacts of each but based on the summary proposed I would support the gondola option so as to refuse the car pollutants coming up the canyon.	Lindsay Browning	Website
5733	I reviewed the EIS and I have serious concerns. The proposals are focused on getting people to and from the resorts. This ignores the needs of many people. The cottonwood canyons have huge visitation and should be preserved. Expanding the road or building a gondola will have a hugely negative impact on the environment (the main reason most people go into the canyon) with minimal benefit. I think improved bus service throughout the valley and improved parking at transit hubs (not solely at the mouth) are essential. Widening the road or building a gondola do not significantly ease congestion while they cause irreparable environmental damage. Until I read the report I felt building a gondola was a great idea, but it is focused on resorts only and does not stop in any of the areas I wish to visit. It also does little to ease congestion at great cost. Resorts should charge for parking. The parking fees should go to improved bus service from the entire valley. This would encourage resort users to take the bus. Parking for the canyon should not be at the mouth as this adds to the congestion. It is essential that bus service become extremely easy to use, while private cars become more costly. Improving existing bus services without widening the road and encouraging and facilitating ridership is the simplest, fastest, least expensive, and best option for the environment and the Wasatch Front community.	Janna Harrell	Website
5734	Awesomely	Kevin Kerchner	Website
5735	It's unfair to inextricably and permanently change the natural dynamics of LCC for one outdoor recreation industry but not others. Obviously ski traffic has the largest impact on winter traffic, and as a result this upper-class sport should bear the brunt of any responsibility. With that said, I am a proponent of genuinely giving the bus option a try by experimenting with a dedicated bus lane. Enforce often and via UDOT camera, issue a \$1000 ticket to any driver who tries to violate it's purpose, and keep LCC natural for those seeking free wilderness enjoyment. If the lane fails, the gondola is still an option. Make Snowbird and Alta pay for it if we must go that route.	William Kurek	Website
5736	I am a resident of Salt Lake City and an Alta skier. I support the proposal for the gondola. Over the past 19 years, I have seen that the implementation of buses has not been fulfilled. Without expanding the road, there will not be enough buses to get people up to the mountain without longer wait times. An expansion of the road is costly and environmentally degrading. While the gondola is a large upfront cost, it is the best solution.	Anika Heilweil	Website
5737	A gondola for little cottonwood canyon would take so much away from the beauty that is the canyon. Destroying areas to backcountry ski and climb in reality a better bus system with a large hub for parking makes much more sense. Allowing people still access up the canyon and not taking away anything from it. Enhancing a lane could be an alternative or having a toll For cars to incentivize the riding of buses. It would really do a disservice to later generations of lcc lovers to never see the canyon without a gondola in it.	Clinton Hoffar	Website
5738	I fully support the Gondola option. As a friend and frequent visitor to LCC and Alta/Snowbird, this option makes the most sense with little impact and many rewards. Sincerely, Chris Thoms	Chris Thoms	Website
5739	Gondola with more buses. One option isn't going to be enough. Will need multiple steps to improve traffic.	Keely Vandenberg	Website
5740	As a climber/backcountry skier/climber any limited or managed option for my use of the canyons would not be feasible-We oftenplan our adventure weather/conditions and public transit would be very difficult	Jackii Mudge	Website
5741	Your focus shpuld ne on viable public transit for reort skiers during the resort ski season		
5742	I would like to see the gondola option. Less ongoing costs and less impact. Additionally limit cars to residents and staff only and increase bus service without snow sheds. Lots of European ski towns do not have vehicle traffic	Jeff Vandenberg	Website
5743	As a long time skier, hiker, and Cottonwood Heights resident I strongly oppose the gondola plan and significant widening of Wasatch. The gondola would destroy the canyon experience and is useful only a few days a year. Road widening destroys a community and ruins the lovely access to the canyons. Why not start with enhanced bus service? It's not sexy but it's reasonably cheap and doesn't destroy the environment?	Nila Jane Haertel	Website
5744	<p>Who benefits from adding more pavement, vehicles and carbon to this natural environment? NO ONE! Be an responsible steward and set a worthy example for others who watch over our natural resources. Choose the gondola project and protect the canyon's pristine beauty for future generations. EVERYONE Benefits from that!</p> <p>Hi: Let's start with the gondola alternative in any of its variations. It's vast overkill, akin to swatting flies with a bazooka. Traffic up (and down) LCC is only an issue on the small number of days each year when considerable snow has fallen and/or is falling, resulting in canyon closures or traffic jams caused by inadequately equipped vehicles. Why solve a problem that occurs on a small number of days each year with an inflexible solution that we taxpayers and area homeowners must endure year-round? And even the way that the UDOT has conceived the gondola alternative as presented here makes no sense. Those of us living in the mouth of LCC would be forced to drive in the opposite direction from the ski resorts to then take the gondola back in the direction from which we started? The gondola alternative is the worst of the three presented here (and the worst of other potential solutions not presented here), but at the very least, consider some additional gondola parking and loading across from (or at) the Quarry trailhead. (Not that it matters, but I believe this is Alta's take on this alternative as well). No need for the gondola to go any farther west than the Quarry trailhead and to magnify the negative aspects of this, the worst, solution. So by process of elimination, that leaves us with the two non-gondola alternatives presented here. I'm partial to alternative two, solely because bicyclists and pedestrians/joggers will get some benefit from the third lane in the vast majority of the days of any year in which snow traffic isn't an issue. But while I have this opportunity, both of the non-gondola alternatives could be vastly improved by, or maybe even made unnecessary by, levying tolls. The amount of the toll could be fine-tuned daily, or even hourly, to account for road conditions, seasonality, expected demand, vehicle origination (e.g. out-of-state or rental), etc. An app could alert potential canyon drivers of the cost in advance, and desired behavior (carpooling, public transport, alternative recreation or timing of that recreation) would thus be reinforced. UDOT or whoever should also consider enforcing that vehicles heading up the canyon during snow season must be certified as "storm-capable", including type of tire, adequate tread and of course 4WD or AWD. We drivers already must certify our vehicles as roadworthy and low-emission every year or two, so this would simply add another certification for those wishing to use the canyons that could be accomplished at the same time. And a toll booth scanner could check for this certification sticker in the process without using patrolmen at the canyon mouth to do it (which also slows down traffic). Putting signs in the parking lots at Snowbird and Alta to indicate driving time to the mouth of the canyon would also be a low-cost way to keep people from idling unnecessarily when there are unseen traffic issues at the end of the ski day. And I'll add a vote for avalanche sheds as well in combination with these solutions as a further way to keep snow off the roads and reduce transit times. They seem to work just fine in the Alps and Canada, where environmental concern runs more deeply than in the U.S. on the whole.</p>	Paul Winter	Website
5745	I am a resident of BCC and use both LCC and BCC to recreate in all seasons of the year. I believe it is important to preserve the canyons for current and future generations. I am against the gondola and lane widening options because I do not think they ultimately solve the problem and they impact the beauty of LCC. We only have one LCC. I think at this time, enhanced bus service is the best option. The ski resorts do have a maximum capacity unless people want to deal with constant traffic and lines, like ski resorts in Colorado. For the coming years, enhanced bus service is the best option.	Katie Erickson	Website
5746	Thank you for your work and consideration! Please do NOT build a gondola!	Caitrin Smith	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5747	There is plenty of unused parking in the Cottonwood Corporate Centet where Buckner, Galileo etc are tenants. Why can't we make arrangements with these building owners to use their parking stalls on the weekends for ski traffic vehicles. We could probably negotiate for weekday use as well given the current COVID situation and thg he fact that business models will be changing in the future with more people working from home. I DO NOT FAVOR A GONDOLA!! I'm in favor of the present traffic lanes and the addition of a bus lane that goes up the canyon in the morning and down canyon in the afternoon.	Andrea Orton	Website
5748	I support the Gondola! Traffic has gotten to be too congested.	Kajsa Marchetti	Website
5749	I fully support bus with roadway widening. I do not support the gondola.	Brett Karaus	Website
5750	We Highly favor the increased use of busses with mobility hubs at least at the gravel pit and 9400 South if not more locations. Residents have a right to be able to access their homes to take children to and from school and go to work themselves, so traffic control along with preservation of canyon are of utmost importance. No additional lanes for 210 or 209 or continuing up the canyon should be considered. If cars are restricted and/or tolled and only busses allowed during peak times, traffic should be manageable for all. And summer access should be treated in a similar manner. Under no circumstances does a gondola make any sense as it would only increase the traffic situation on Hwy210 which is already at an unacceptable point. We appreciate the work and time done for the alternatives and are grateful to be able to voice our concerns and suggestions. Thank you, Craig and Roberta Wardle	Craig and Roberta Wardle	Website
5751	No, no and heck no to changes to Little or Big Cottonwood Canyons. Improved bus service is all that is needed. I'm tired of the greedy new owners of Alta trying to squeeze the locals to line their pockets. First charging to go up Albion Basin Road under the guise of protecting the environment, when there has ALWAYS been the ability to limit cars & numbers. Yet they advertise "Wildflower Festival" in an effort to bring even more people up and make a buck. Then they put up that disgusting huge lift right up through the Albion Basin Campground along with the new hotel. Enough is enough!	Janice Noyce	Website
5752	To UDOT: I am a member of the Holladay City Council. My concern is that the Mobility Hub on SR-190, which is the only Mobility Hub to be constructed, would accommodate only 1,500 to 2,500 cars, whereas each of the three alternatives envisions moving more than 3,000 people per hour up Little Cottonwood Canyon. This would seem to induce thousands of drivers to find other parking areas near the Mobility Hub, including on North Wasatch Blvd and the residential neighborhoods in Holladay's Canyon Cove area, which is in close proximity to the proposed Mobility Hub. Thus, this improvement of access to Snowbird and Alta would have a disproportionate infrastructure impact upon Holladay City and the residents of Canyon Cove. Thank you, Dan Gibbons HOLLADAY CITY, COUNCIL	Dan Gibbons	Email
5753	Gondolas will be a great idea. This will cut down on traffic and pollution. Yes on gondola!	Stephen Jesse	Website
5754	The proposed alternatives fail to protect water quality, the flora and fauna, and the wildness of the Wasatch and focus almost exclusively on expensive and elaborate plans that serve the needs of wintertime ski resort users on a limited number of days. The gondola proposal is unduly expensive, is too slow, fails to address the needs of non-resort users. The alternative is also impractical as there is no reasonable proposal to provide parking, transit or otherwise get users to the bottom of the lift. The avalanche sheds, berms and road widening proposals have unacceptable environmental impacts without real benefit. On average, the LCC road is closed 10 days, while the best case plan only avoids closure on 4 days. Further, this benefit -- meager as it is -- only serves resort skiers, thereby further reducing its value. The mobility hubs also fail to resolve congestion and the analysis neglects to consider the cumulative impact of traffic and travel up Big Cottonwood Canyon. Widening Wasatch Blvd runs contrary to the public welfare and the public demand. People want walkable, bikeable streets, not semi-highways full of speeding cars. Wasatch is a popular destination for pedestrians. The proposal to widen this street would harm these users, homeowners and others all in the name again of providing questionable benefits to resort skiers to address harms that occur fairly rarely. In addition, more analysis must be dedicated to the interests of non-resort skiers and other users of the canyon not headed for the resorts. It is highly appropriate to consider running many more buses up LCC, but without the attendant proposal to widen the road. Parking lots associated with bus stops away from the mouths of the canyons must be established and improved and buses should run more often. Express buses headed only for Alta should be considered, along with buses that take skiers down canyon originating at Alta. Such as approach should be thoroughly considered as a less expensive, more beneficial and less environmentally damaging alternative.	Joro Walker	Website
5755	Please do NOT widen the road and accommodate more cars. I object to the building of a gondola to cut through the beauty of the wilderness. Instead of looking for mountain goats along the rocks, it will be gondola spotting. This sounds terrible. Encourage people to take the bus, add more busses, not more lanes.	Kirstin Forman	Website
5756	I support the gondola (with La Caille base station). In this model, I would also recommend Snowbird and Alta work with UDOT to ensure the pass includes free parking at the gondola base station. Likewise apply some pressure on Ikon issuers to get free parking at the gondola base station.	MATTHEW MOORE	Website
5757	Please, no gondola! It would totally junk up the canyon. I feel that more buses are the best bet, and restricting other vehicle travel during busy times. Road widening would also be fairly devastating. The canyon is so beautiful but has had such a brutal history with humans destroying the place, I'd hate to see it go further downhill.	Aden Parker	Website
5758	A native Utahn now living in another state. It's depressing to see how bad Salt Lake's urban planning is. The solution isn't wider roads. Public transportation and a gondola would add to the mystic of this canyon. Paving a freeway through the canyon would be a terrible idea. Tolls, trains, anything but a 4-5 lane road the whole way up. Wider roads would only increase the speed at which the box canyon reaches capacity... I really don't understand the logic.	Kameron Harper	Website
5759	The Gondola makes the most sense.	Mark Heinz	Website
5760	Prefer the Gondola option. I'm a full time Utah resident.	Susan Daniero	Website
5761	Gondola: safer, reduces all traffic and can be used off season as a way to generate revenue from tourists, hikers and mountain bikers I don't love the toll for vehicles. BUT if you do it you should have single use toll, multi use toll pass and season pass. As a ski instructor I would hate to see your ski instructors And other resort workers have to pay a single day toll each time they go to work.	Peter Shumsky	Website
5762	The MOST beautiful part of Wasatch Blvd and what you should replicate; South on Wasatch Blvd past 9800, Wasatch Blvd turns into the most exquisite road, shared by walkers, bikers, children, mom's with baby's, the cars are commuting to opposite sides of the city in a calm 35 mile an hour zone and its wonderful. The area looks amazing, the property values raise, there is no crazed passing and road rage, no noise pollution, the wonderful Wasatch Blvd that ALL Wasatch Blvd, including the 6200 south/ Wasatch Blvd corridor. There is even a large center lane that can be used for busses on heavy ski days which a few. This is the way ALL Wasatch Blvd should be.	Audrey Pines	Website
5763	I support Enhanced Bus Service - Option1 of the three alternatives. I believe this option with have the smallest environmental impact.	William Newmark	Email
5764	Bipolar speed limit. The speed limit changes so much on Wasatch Blvd it is so confusing, it encourages speeding and road rage beacuse people that drive on it thinks the entire thing is 50 miles per hour and of course that means they go 80. Wasatch Blvd has become quite dangerous. Just the fact you drop down to 35 in some areas shows you know that's the speed it should be	Audrey Pines	Website
5765	Thinks about the big picture; If you drive south on Wasatch Blvd past 9800 south the speed limit drops down to 35 miles er hour and it's wonderful. As the road winds around it is raised to 40 miles per hour for about 1 mile the drops back down, then raises up to 40 MPH for about a mile when you go left on 1700 East then back down to 35 all the way to the freeway. Why you go up and down causes confusion, you raise the speed limit up in residential areas, where people are coming in and out of roads, houses are on the street and people are using the street for recreation and exercise. Drop ALL of Wasatch Blvd to 35 MPH	Audrey Pines	Website
5766	Absolutely NO to more lanes on Wasatch Blvd. It is already a night and extremely dangerous to cross, adding more lanes in ludicrous. Not mention the environmental impact. You state on the main page of this site part of your goal is to keep in tact the integrity of the Wasatch Range. A gondola would be great. Widening Wasatch would be TERRIBLE. For everybody. Especially because it would not even solve your problem! Unless you also widen canyon roads, who's you can't, you will still have massive bottlenecks (even with a gondola because, yes, people will still be driving up also.). You will RUIN one of the most beautiful areas Utah has to offer. Widening Wasatch any amount, but especially but that many lanes (sevent! Insane!) will destroy the area environmentally, socially, and safety-wise. Getting out of my neighborhood (south of Big Cottonwood, East of Wasatch) is already near impossible and a complete FIRE AND CAR SAFETY HAZARD. If you continue with the proposed additional lanes along Wasatch, we will essentially be locked into our neighborhood. We have already contacted our lawyers to see what legal remedies we have should this proposal be approved. Expect law suits. We are absolutely opposed to the additional lanes on Wasatch and will fight them every way and at every turn. Please do not do this and ruin the community in such a way.	Brooke Bagley	Website
5767	Additionally, this is Terri Deihl's neighborhood. It seems he and UDOT still cannot untangle themselves, can they. Do more investigations need to happen? The development proposal expanding the Wasatch lane count is wrong for this area on so many levels.	Brooke Bagley	Website
5768	I strongly support option 1 for transportation up LLC. I believe it provides a long term solution with minimal impact on the canyon. I strongly disagree with alternative 2 as the widening of the road is not a good solution for many reasons. I also don't believe Alternative 3 will work in its currently planned deployment. If a gondola project is to occur I would recommend the CW Management Alternative referred to as La Caille Gondola. We live in the canyon and know the importance of snow sheds so if a gondola is every used we absolutely still need snow sheds. I also completely agree with charging a fee or toll for prime times to travel up the canyon by car.	Tamara Lazarev	Website
5769	I strongly support option 1 for transportation up LLC. I believe it provides a long term solution with minimal impact on the canyon. I strongly disagree with alternative 2 as the widening of the road is not a good solution for many reasons. I also don't believe Alternative 3 will work in its currently planned deployment. If a gondola project is to occur I would recommend the CW Management Alternative referred to as La Caille Gondola. We live in the canyon and know the importance of snow sheds so if a gondola is every used we absolutely still need snow sheds. I also completely agree with charging a fee or toll for prime times to travel up the canyon by car.	Ivan Lazarev	Website
5770	I, along with all other SLC climbers, urge you to perform a more in depth analysis on the possible negative impacts this will have on a highly trafficked 4-season climbing destination. The EIS does not currently have enough detail to make an informed decision with outdoor recreational usage in mind.	Andrew Acuff	Website
5771	Dear UDOT Wasatch Blvd is on the east side of the valley which is an older side of town and its got homes everywhere, and shops where people are trying to get in and out of the shops and shopping center. No where on the east side do you have a road that is 50 miles per hour that goes through neighborhoods and shopping areas. I'm not sure how you guys have gotten away with raising the speed limit to 50. Its quite dangerous. It makes no sense for the area between 6200 south and 4500 south. There is a freeway a mile away, if people are in a hurry they can get on the freeway. The old Wasatch Blvd is a road for sight seeing, biking, running, walking, there are hiking trails people are coming out of neighborhoods people are coming out from, people trying to pull over and enjoy the view, there are even houses on the street. But still you have the speed limit going up and down between 40 & 50 mph.. why? The entire Wasatch Blvd should be 35 MPH	Audrey Pines	Website
5772	My vote is for increased bus service with no additional road expansion. I live in the canyon and experience the canyon traffic in my own front yard. It can be frustrating and inconvenient, but it only affects us about 10 days a year. I don't believe a 10-15 day inconvenience should require a \$400 million dollar solution or road expansion that will damage the canyons natural beauty, poison our water shed and add noise and pollution to the canyon. Let's put money into making bus transit more convenient and desirable. Also... why was UDOT put in charge of the EIS? It makes no sense! This is a transit issue and UTA should have headed up this study.	Trina Sheranian	Website
5773	Call me what you will, but I feel like we deserve a gondola.	Nick Coletti	Website
5774	Please, don't destroy what we all live. NO Widening! No Gondola!	Jon Poulson	Website
5775	There really is no traffic problem except for a few days year, the commuter traffic is nothing, its not worth destroying such a beautiful area. We cannot get our beautiful area back if you destroy it. Cottonwood Heights has regulations against getting rid of the winds in the road and trees. Utah loves the road as it is., at the most add a center divider lane that can be used for busses & express busses in the AM, PM for commuters and for skiers. People would use the busses year round, allowing them to get off at hiking trails, the resorts. Especially if they leave early then have busses available for late return so you can stay for dinner. Just need some busses and a center busses only lane	Audrey Pines	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5776	<p>Hello,</p> <p>Thank you for your work in honoring public opinion and wishes regarding proposed improvements in LCC.</p> <p>I herein express my preference that Alternative 1, Improved Bus Service, be the route chosen by UDOT.</p> <p>Let's keep things simple. It also seem inappropriate for public interests to be merged with those of the for profit ski resorts (if that may be the case either expressed or implied).</p> <p>Thank you, Parker Williams</p>	Parker Williams	Email
5777	Our canyon is so magnificent! People LOVE to drive up into the canyon year round and enjoy the view, it's available for all ages. People love going for walks or hikes, looking up and out amazing mountains, the clouds, the trees, enjoying the birds, water, squirrel. A gondola would destroy this for ever more! This can never be undone or reversed, ever! A Bus is only there when needed, the huge towers of the gondola are there 24/7 350 days a year	Audrey Pines	Website
5778	Why is it even a discussion to tear down even more nature just so these ski resorts can make more money? It is absolutely abhorrent.	David Burford	Website
5779	No gondola and no road widening, without a doubt.	Jason Combes	Website
5780	Gondolas option would be best.	Matthew Tomczyk	Website
5781	The gondola is a no-brainer. The least amount of environmental impact out of any proposed projects. This can be enjoyed by more people than just skiers year round.	Matthew Pickup	Website
5782	Enhanced bussing is the answer. Widening the road and putting in a gondola both damage the nature that everyone is traveling up the canyon to enjoy, and the damage caused can never be undone.	Des Barker	Website
5783	The status quo has to change. For the environment and summer and winter recreation access to LCC, I am in favor of the LaCaille Base Station gondola option.		
5783	A gondola does not make sense. It would mostly be a tourist attraction but for those of us who backcountry ski and hike throughout the canyon it would offer nothing. It would serve the resorts interest almost exclusively and therefore they should fund it if it does occur. Hopefully it won't, it would be a monstrosity in an otherwise beautiful natural corridor. We do need a better solution than what's existing. Look at what aspen and many European resort towns do- they run frequent buses which are quick because the traffic is way down and you skip parking. There could be a bus line for the resorts with fewer stops and one for hikers backcountry skiers with frequent stops. Ride shares at the base. It doesn't have to be that complicated- we can look around and see what works for other similar resort town. Thank you for your time. Kelsey	Kelsey Barrell	Website
5784	Please consider not expanding the road or building a gondola as it will interfere with other recreation in the canyon	Dylan Cray-Kaden	Website
5785	The 5 to 7 lane highway doesn't make any sense. It will just move people up to the mouth of the canyon faster only to get bottle necked there. The danger multi-lane crossing at high speeds to get out of neighborhoods is not worth the risk. You need to rethink and make a better plan.	Dixie Brown	Website
5786	I think that the Gondola option is the least impactful to the canyon in both physical and sound impacts, and therefore the best. Any option that involves a continuous capacity addition / widening should be avoided because this will ravage the canyon, massively increase the road noise, and open the doorway to additional urbanization of a wilderness area much as has happened with Provo Canyon.	Justin Anderson	Website
5787	I vote gondola. I vote for an alternative form of transportation for the canyon.	Liz Rocco	Website
5788	<p>1. The alternatives summary states that the Enhanced Bus with Roadway Widening alternative will have lower O&M costs (\$6.2 million) than the Enhanced Bus with No Additional Roadway Capacity alternative (\$9.0 million). First, how is it possible that the roadway widening alternative, which requires an additional lane to be built, maintained, and plowed, would cost less than the alternative where only two lanes require maintenance and plowing? Second, how did you arrive at the figures \$9.0 million and \$6.2 million? I can't find data in the appendices to support those figures. Third, please also provide more information on what a revenue-hour is and how it compares to a cost per mile, specifically in terms of when it is appropriate to use one measure over the other.</p> <p>2. I don't think the capacity figures for the enhanced bus alternatives were calculated correctly. There is a difference between the capacity in terms of numbers of seats available, which is what these figures seem to be (number of buses * number of seats on those buses), and the functional number of people actually traveling up- and down-canyon, which varies by traffic volume. This is an important distinction because with the No Additional Roadway Capacity alternative, the buses will still mix with personal vehicles, and there may not be prohibitions on the number of personal vehicles in the canyons, meaning that those buses can still get stuck in traffic. The only way to reach the estimated capacity of 3,257 people per hour in the No Additional Roadway Capacity alternative is for there to be no traffic, which directly contradicts the known traffic problems in the canyon.</p> <p>3. Where in the analysis is the discussion of how it is possible to perform avalanche mitigation while the gondola runs?</p>	Julie Davenport	Website
5789	<p>The DEIS analyzes how climate change may impact snow levels and the ability to ski overall while extrapolating how that may affect traffic patterns in the canyon. Overall, it predicts that even with reduced snow and a shorter ski season that there would still be robust demand for skiing and by extension the canyon road. The DEIS cites evidence that the ski season will be shortened in the beginning and end of ski seasons, but this wouldn't affect traffic demands significantly since from December to March there would still be sufficient snow and wouldn't change traffic patterns. Snowbird and Alta are also higher in altitude and therefore are said to be more resilient to changes in climate.</p> <p>The DEIS should review the best available science that has a less optimistic perspective on how much precipitation will fall as snow instead of rain. NOAA data indicate that the CONUS snow-to-rain ratio of precipitation has trended sharply towards rain instead of snow between 1949 and 2016. One of the hydrologists from the study admitted, that by 2100 we'll just have rainfall in ski areas. The upper elevations of the Uinta Mountains may have snow, but the Wasatch Range will be snow free. The DEIS is too optimistic that people will still flock to ski resorts when there is little to no snow to ski or snowboard. It is extremely likely that by 2100 there will be basically no opportunities to ski, but well before this date the opportunities to ski will be significantly reduced. For this reason, the gondola option is wholly misguided as an alternative.</p> <p>We shouldn't be looking at a huge investment of resources where there will likely only be rain at the end of the century in the central Wasatch. This is particularly true when the U.S. has done very little to control carbon emitting sources of energy and move towards renewable sources of energy. The DEIS does not analyze various scenarios of warming based on high end or mid- range projections for warming. Currently trends should be based on high end projections since global emissions have not slowed and have in fact increased. The costs associated with in particular a gondola make no sense in light of what has been projected in terms of reduced snowfall in the near-term future.</p> <p>In addition, there are unique factors in Utah and the central Wasatch that was not mentioned in the DEIS but must be analyzed based on best available science. Based on recent studies it has become clear that lower lake levels of the Great Salt Lake contribute to increased dust and relatedly decreased snowpack that could be significant. These impacts must be analyzed given the unique geography and its impact on snowpack in the central Wasatch. Based on a study from the University of Utah in 2017 a dust storm on April 13, 2017, caused the fall of half of all dust for the season. When the sunlight was absorbed by the dust it caused the snow to darken and led to earlier snow melting. The near-term projections are that the lake levels will likely decrease another 3 feet due to climate change and thereby exacerbating this problem. It is also possible that lake levels could drop below the 4183 ft causing the south arm and north arm of Great Salt Lake to be unconnected in terms of hydrology. The effects of these trends in addition to the normal impacts of climate change could be catastrophic to the snowpack levels in the Wasatch. These impacts must be fully realized in the EIS and be considered when UDOT is considering the investment of irreplaceable resources in the form of options such as a very expensive gondola.</p> <p>The DEIS should project what the contribution to climate change the alternatives would present in terms of the construction of the various alternatives proposed. For instance, how much energy would be required to construct a gondola? What type of construction equipment would be utilized and which type of carbon contributing equipment would be utilized, for how long, and would be its impact on global climate change? What are the irreplaceable and irreversible commitment of resources for these alternatives? This is both for purposes of climate change and also in terms of monetary resources particularly with the more expensive gondola alternative.</p> <p>Joel Ban Salt Lake City</p>	Joel Ban	Website
5790	Pro for the buses... but regardless of what happens will there be a need to have people backcountry skiing at 6am on a Tuesday to take a gondola or bus? Or is this peak hours? Gondola scares me thinking about one Wasatch and all of the Backcountry in the central wasatch just becoming side country from gondolas... The solution needs to keep the naturalness of the area as a priority. I'd say I'm in favor of buses personally and keeping in mind whatever solution should happen during peak times. When the canyon is empty tourists and climbers should be able to drive up. Or maybe make gondola access resort only ...	Adam Rosenberg	Website
5791	I vote for gondola!	B. M. Simmons	Website
5792	I am personally in favor of the enhanced bus with no additional roadway capacity for LCC. I think increased bus with snow sheds and mobility hubs will help to alleviate the main "rush hour" challenges that are created with the morning and evening commutes combined with heavy snowfall.	Christianna Johnson	Website
5793	Although I see the benefits of the gondola to people participating in winter sports I feel like it does a disservice to people participating in other recreational activities such as hiking, climbing, biking, running, etc. It will obstruct the views and take away from the natural beauty of the canyon. Please consider what's best for everyone not just what is going to bring in the most money.	Bode Cary	Website
5794	This is a fantastic way to save the air quality, improve the canyon and open a whole new world with out damaging the canyons in our back yard! We are also for asking UDOT to implement a toll tag system for both Little and Big Cottonwood Canyons,, which might encourage more carpooling.....it would be great if you add that as well. The Canyon pass is a great idea and also worked well for us this pass season.	Michelle Greer	Website
5795	I visited Alta for the first time last winter and it instantly became my favorite ski resort. I've been telling my friends about it and I'm really excited about visiting again soon, but I'm also aware of the environmental impact of having new and more visitors. Although the car traffic was bearable on off-peak days, I became acutely aware of the traffic on on-peak days due to the uncertainty of the bus schedule and inaccessibility of the bus itself, leading to visitors like me relying on shuttles or personal transportation.	Elliot Chan	Website
5796	Therefore, I strongly support the gondola option.		
5796	It would be most convenient if the gondola base station itself had parking spots, but in lieu of that I would gladly take a bus from a closer base station (e.g. from La Caille as Gondola Works has proposed) in order to take the gondola. I would feel much safer taking the gondola than driving up the hill after a night of heavy snowfall.		
5797	Best idea ever. This makes so much sense. Great way to get people up the canyon and eliminate traffic.	Leslie Davies	Website
5797	I have been driving up little cottonwood canyon for over 40 years. The idea of being able to be transported up the canyon in a gondola would be a god send for me and future generations. Please make it happen.	Ed Davies	Website
5798	I do not think that you took into consideration the many uses of the canyon beyond ski resort and popular trail usage. But there is indeed a wide variety of uses in the canyon. There are roadside boulders that climbers use and are invaluable and are not near a major trailhead. These will likely be impacted by road widening and possibly the gondola. Restricting roadside parking also restricts access to the bouldering and other climbing and hiking areas. There are also numerous skiers that ski the backcountry that need access to parking in the canyon, these skiers often start before dawn or in the evening and so would not always be able to use the bus or gondola during operating hours. early morning hikers in the summer do this as well. I also notice proposed parking option at the gate buttress reduces the number of spots and then eliminates roadside parking?? That area is often overflowing as is and 21 spaces is not enough to accommodate.	Amelia Wilson	Website
5799	<p>This plan needs to be more thought out for the many uses of the canyon beyond ski resorts.</p> <p>The following comment is both my personal opinion as well as the opinion of my constituents. I am one of two District 4 representatives to the Granite Community Council which district lies at the mouth of Little Cottonwood Canyon and is directly impacted by these actions. In the last week, I have spoken to almost a dozen of the residents in my district and the comments that follows are the result:</p> <ul style="list-style-type: none"> - Of the three proposed alternative proposed in the Jun 2020 EIS Summary, only options 1 and 2 are reasonable. Of the screening criteria: safety, reliability, and mobility, only alternatives 1 and 2 sufficiently maintain or improve safety, reliability, and mobility for the proposed costs. - It seems clear that the conditions (inputs) for alternative #3, the gondola, have been purposely adjusted so that the cost has the appearance of being on par with the others. This was accomplished, in part, by removing one of the transit hubs making the comparison apples and oranges. The gondola will not offer sufficient improvements in speed to justify the proposed costs especially with one of the transit hubs removed. - Only alternatives 1 and 2 offer the most long term flexibility and keep our options open to adjust as needed. Only the improvements from options 1 and 2 justify the costs. My personal preference is option 2 but my constituents are open to both. They are ALL against the gondola and think it is a waste and does not represent good government nor wise stewardship of public funds under the current proposed option. 	Drew Weaver	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5800	I support the Gondola option for decreasing the traffic in Little Cottonwood Canyon. Best for the environment.	Dee Gardner	Website
5801	Of all the options I would want to see the gondola built. My next best choice would be to create a bus lane without widening the road. Above all I think that implementing the formerly proposed toll at the base of LCC should be implemented regardless.	James Dillon	Website
5802	Gondola or a tram would be ideal. The concern with gondola would be winds and capacity while the traM might be better For both. Parking is another concern.	Jen Downing	Website
5803	One of the plans is to run more buses during peak times? It is unfathomable that you would even consider ANY alternative that would forever alter the nature of LCC, like a gondola or widening the road, without first just simply running more buses. Think about it. You run more buses when you need to and don't run them when you don't need to. How is this even a problem? People are upset because they have to wait on Saturday morning to get a run on Big Emma? Please. The top of LCC has already been overdeveloped. Give the rest of the community a break.	Ron McKay	Website
5804	Gondola's would be a great way to reduce the congestion in the canyon. However, there would need to be a parking deck at the base of LCC. There would also need to be an expanded day lodge at Alta with storage lockers for gear storage.	Amelia Bednarczyk	Website
5805	I agree that something needs to be done about Canyon Transportation. In fact, traffic is one of the main things that sent me to the backcountry. I am concerned that your plans don't address backcountry access. I get up early to ski before work and I wouldn't be able to do that if I have to take a 62 minute gondola ride. Please consider keeping the Canyon open for us backcountry folk.	Brock Holt	Website
5806	As a resident of Salt Lake County, I would like to see an enhanced bus system with no road widening.	Megan Cota	Website
5807	I live near the base of Little Cottonwood Canyon and use the Canyon for skiing at the resorts, backcountry skiing and rock and ice climbing. We need to consider all users of the canyon and not just the resorts. The best option of the 3 proposed to maintain access to these activities is enhanced Bus (no widening of Hwy 210 in LCC). I currently don't like the bus as I have to often stand the whole time in ski boots- if you provide more buses and everyone sits, it would be a much more pleasant experience.	Jennifer Deans	Website
5808	Maintaining open recreation and the beauty of the canyon and is essential for the current generation and generations to come. Bus systems will do this and provide solutions to the traffic. Adding another lane or a gondola is a poor solution as it will diminish the natural beauty of the area, while enhanced bus will lay a foundation for fixing the traffic problem in big cottonwood canyon as well. This is clearly the better option as maintaining outdoor access for climbers and skiers outside of the ski resorts is what makes Utah and the greater Salt Lake City region special. A gondola will, at least in part, RUIN this beautiful canyon. Adding an additional lane will negatively impact climbing access. Please please please enhance bus service!!!!	Samuel Bloom	Website
5809	Both the Gondola and the Roadway expansion would be very costly and ruin some of the natural beauty of the canyon. The option that should be implemented in the expanded bus service without the expanded canyon road. This is the least expensive option, benefitting taxpayers, and also the least damaging to the natural canyon. Since it will be primarily the ski resorts that are getting the monetary benefits of more customers due to these expansions, the least expensive option should be used.	Caleb Grow	Website
5810	See attached letter of support.	Brad Wilson	Email
5811	Widening the road or constructing a gondola would eliminate access to hundreds of climbing routes in a world famous climbing destination. Either of those options would create a plethora of negative environmental impacts and would leave the canyon damaged beyond repair. Increasing bus routes up the canyon is the best option by far and would allow everyone who enjoys the canyon (not just skiers) continue to do so. Please do not widen the road.	John Schwarz	Website
5812	I am opposed to the proposal as each scenario involves widening Wasatch Blvd. I would like to see people who want to ski using public transportation to limit the amount of cars and crowding that exists on Wasatch and the Little Cottonwood Canyon Road. I favor using more buses that run more frequently to accommodate skiers during the winter. A system that restricts single car drivers headed up the mountain to ski would also be beneficial. I strongly oppose building a gondola. It would be inefficient, expensive, and an eyesore on the mountainside.	Alyssa Grow	Website
5813	I strongly agree that better and more efficient canyon access is necessary, but a road is NOT the answer. There is major impact on environment. The Gondola is the best option.	Kenna Moyer	Website
5814	Please consider expanding bus services. Please do NOT install a gondola up the canyon. Thanks	Carly Alleman	Website
5815	A gondola only serves the well-being of the resorts. It would damage the character and ecological resources of the canyon.	Andrew Alleman	Website
5816	I was surprised to see that the Gondola option was less expensive than the Enhanced Bus with road expansion option until I realized that it doesn't contain the snow shed structures for decreasing avalanche impact that the other 2 options contain. This seems like comparing apples and oranges. If there are still cars on the road, why wouldn't you address the avalanche problem in all 3 scenarios or none? My vote is for enhanced bus service, an additional lane and the structures to deal with avalanches. Also, since all of these changes primarily benefit the resorts, how much money will the resorts contribute to whichever plan is adopted? If the economy continues to tank, the cost of this infrastructure project may drop. Eventually, the canyons will need the capacity to move more people up and down. This could be the ideal time to build this infrastructure.	Nancy HALDEN	Website
5817	I am opposed to the proposals to build a gondola and to widen the road up the canyon. The gondola is the worst proposal. It will be very expensive (probably more expensive than the current estimates); it will exist to serve wealthy skiers going to very wealthy ski resorts rather than to serve the average resident of Utah; and it will be seen from all areas in the canyon, destroying the views of the natural beauty that currently exist. I favor the proposal to create a system of more frequent busing and to restrict the number of cars going up the canyon during the winter. Strong incentives should be created, or restrictions imposed, to strongly encourage or force skiers to abandon their cars and take the bus to the ski resorts. However, I do not like the current proposal to turn Wasatch Boulevard into a five-lane road. I have lived in that general area for most of my life. To create a five-lane road there would alter the character of the entire area, creating much more traffic, pollution, etc., which would be detrimental to local residents (many of whom can't afford to take up skiing) and would only be beneficial to wealthy skiers.	Matthew Grow	Website
5818	Have you considered only increasing bussing and slowing the speed down in the canyon? This will allow for fewer accidents in the summer when people park on the side of the road, make the canyon more user friendly, and still allow an increased number of people to reach the top of the canyon in the winter	Zach Niemeyer	Website
5819	Have you consulted with residents of cottonwood heights? A study should be done to understand what, if any, changes would be appropriate for wasatch boulevard. How are other master plans being considered?	Zach Niemeyer	Website
5820	As a backcountry skier, and a regular user of little cottonwood canyon year round, 2-3 times/month, I strongly oppose the gondola option (Alternative 3). Since the gondola only stops at ski resorts, it only benefits ski resorts and their patrons. Thus, our tax dollars would be paying to increase ski traffic at Snowbird and Alta, which is not how I wish to spend my money. Furthermore, the gondola would be an eyesore in the canyon year round, while at the same time serving very little purpose for the majority of the year. If ski resorts want to increase resort traffic they should pay for it themselves. I prefer Alternative 1, the option that enhances the current bus service without widening the roads. I value the natural beauty of the canyon, and I also am an avid rock climber enjoying the bouldering and routes that are adjacent to the road. Widening the roads would have the potential to permanently remove some of the world class rock climbing available in this canyon. Alternative 1 also includes snow sheds, which will improve the safety of winter canyon travel. This feature will benefit all winter users rather than focusing on ski resort patrons like Alternative 3. One final concern regarding Alternatives 3 and 2 is their potential environmental impact on the canyon. Choosing the most conservative environmental option at this time makes sense. We can always consider other more impactful plans in the future if this more conservative approach is not effective. But the impacts of Alternatives 3 and 2 are permanent and irreversible. In summary, our taxpayer dollars should support Alternative 1, which benefits all winter canyon recreationists and has the least environmental impact. Angela Presson Sandy, UT	Angela Presson	Email
5821	I don't think that the Gondola is a good idea. I believe it is a bad investment that will only solve part of the problem with traffic. It is not worth the damage that will be done to Little Cottonwood Canyon and the watershed. People will still drive anyways unless Snowbird and Alta incentivized customers to ride the gondola by making day tickets or season passes cheaper. Snowbird and Alta need to start charging for parking anyways and also have a toll fee for an annual canyon pass to motivate people to carpool or ride the bus. We should invest in better bus transportation and parking lot space to carpool.	Tyler Mifflin	Website
5822	I am concerned about environmental damage to the canyon and maintaining trails that are available now - quarry trail. I am most interested in increasing bus options and frequency. I am not interested in widening the road or a gondola for to environmental reasons. I think I'm addition to adding buses, the number of cars allowed up the canton should be significantly limited.	Cindy Solomon	Website
5823	I support the gondola option with the La Caille base station	John Foster	Website
5824	More buses please. No gondola please. Less cars allowed in the canyon period please.	Arie Leeftang	Website
5825	I would like to support Gondola option for Little Cottonwood Canyon project	Bob Vance	Website
5826	I appreciate the chance to participate and provide comments on the Draft Alternatives and Development Screening Report. These are my comments: 1. The screening criteria did not consider several impacts when assessing possible alternatives. These include impacts resulting from (1) the irreversible loss of existing recreation sites (bouldering areas along S.R. 210 or pullouts used to access popular backcountry skiing areas), (2) visual impacts from the gondola infrastructure to views from several scenic areas, (3) loss and take of migratory birds and raptors from collision with aerial structures, and (4) loss or degradation of important riparian habitats. These riparian habitats are distinct from the larger floodplain and provide unique functions and services. 2. Any changes to existing trailheads or roadside parking will affect summer recreational access and needs to be addressed in the Draft EIS. Summer mobility issues may not be a concern of this project, but any the proposed alternatives impacts on summer recreation do need to be considered. 3. The trailhead parking alternatives have largely been developed based on the Cottonwood Canyons Parking Studies conducted in 2012. These studies are almost 10 years old and do not accurately reflect the greatly expanded current parking needs. If the proposed parking areas are developed, access to several important trailheads will be reduced during both the winter and summer. Additionally, any parking options should consider meeting not just current parking needs, but accommodating future needs as well. 4. The restriction on roadside parking seems to be driven by a key and singular user group- road cyclists. Restricting public access to public lands based on a single user group seems inappropriate. 5. As written, the trailhead improvements and discussion of roadside parking alternatives is unclear about which alternatives are being considered. The discussion focuses entirely on eliminating roadside parking, which leads the reader to assume that elimination of roadside parking along the entirety of S.R. 210 is a forgone conclusion. Please expand this section by discussing all of the parking options proposed in the document. 6. It is unclear which areas and trailheads the buses will serve. Please add a detailed map showing existing bus stops and any new bus stops added as part of the plan. 7. I think any of the proposed transit concepts should consider how likely the public will be to use the alternative. If the intent of this plan is to increase mobility on S.R. 210 through reducing passenger cars and encouraging public transit use, the alternative that has the greatest public support and ridership should be considered the preferred alternative. Thank you for reading and the consideration.	Peter Goodwin	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>I support the alternative of enhanced bus service without highway widening. I favor the bus alternative for several reasons. The EIS presumes that the three proposed alternatives will all reach fruition in 2050. Of the three the enhanced bus alternative is the most flexible and quickest to implement since it requires no additional infrastructure. The lead time for adding to the bus fleet is a matter of perhaps a year or two. Though diesel buses continue to be the best alternative currently available the technology for viable all electric or hybrid buses might be around the corner – making the bus alternative significantly more environmentally friendly. Unlike the tram buses are scalable. The alternative can be implemented almost immediately and increased as ridership increases and as other infrastructure necessary for its success comes on line. Buses rely on a dispersed technological solution, by which I mean every bus is a discrete component in the system, if one bus, for whatever reason, goes off line the entire system isn't incapacitated unlike what would be the case with a gondola. Enhanced bus service also represents the lowest capital cost of the three alternatives. Although mysteriously, not included anywhere in the EIS, buses also have the potential for serving backcountry trailheads.</p> <p>I'm also very concerned about the potential environmental impacts of the road construction were a bus lane and more particularly the damage a gondola alignment would inflict. The primary users of Little Cottonwood Canyon are mostly recreation seekers. The three transportation solutions proposed clearly have a bias towards winter use and specifically serving the needs of Alta and Snowbird resorts. As a watershed Little Cottonwood Canyon is a resource that is important to a much larger population along the Wasatch Front. With growing population inevitably demand will increase for water and with climate change, the quantity of quality water, which is after all a finite resource, becomes more important.</p>		
5827	<p>Aside from all of my other misgivings about the gondola, in particular its potential risk to watershed is uppermost among my concerns. I question that the greater good would ever be served by an alternative that benefits the few, but puts at risk the best interests of the many. The proposed right-of-way for the gondola, puts it adjacent to the creek and the requirements attendant to maintaining lifts requires roads. The alternative that minimizes potential damage to the watershed would likely be more important to the many Utah citizens whose water comes from the Cottonwoods watersheds.</p> <p>Although I do have concerns about the extent of impact that construction of the avalanche sheds might cause I do think the benefits for public safety outweigh the localized damage the project will cause. The road will remain an important component of the transportation mix for years to come. The reasons to continue to improve avalanche safety in Little Cottonwood Canyon will continue to be valid for years to come. Of the various alternative designs for the sheds I support the one that includes the berms. The linear structures will be shorter, cheaper, and possibly more effective for their intended purpose.</p> <p>A flaw in the overall concept of the plan is that it is centered on the individual automobile. For anyone, local or visitor alike, to easily avail themselves of whichever conveyance is ultimately chosen requires getting to the base of the canyon. The easiest means is and will remain for the near future individual automobile. None of the three transit alternatives will do more than partially relieve the problem of too many individual automobiles in Little Cottonwood Canyon. The plan does not consider that in thirty years the personal automobile on which so much of this concept is founded will likely no longer be an option.</p>	David Carroll	Website
	<p>I am strongly against the transition of Wasatch Blvd to five lanes, but I do however support some of the alternatives. It seems like the problems faced with increased commuter traffic versus ski traffic are mutually exclusive and rarely overlap but they can have some common solutions.</p> <p>As a Cottonwood Heights resident, the noise from Wasatch is already plentiful with the existing lanes and would only increase with an additional lane. The proximity to the mountains causes the noise to echo. Wildlife fatalities are already high enough along this segment of road and adding more cars isn't an appropriate response.</p> <p>I would propose a blended approach.</p> <ol style="list-style-type: none"> 1) Eliminate the gondola idea. It's an expensive novelty and still requires use of the transit hubs and increased bus services. 2) For the portions of Wasatch that are 2 lanes today, add ONE switchable lane based on time of day. In the mornings there can be 2 northbound lanes, transitioned in the middle of the day, and 2 southbound in the afternoon. This alleviates the peak rush hour traffic jams on work days. On weekends, these lanes can be dedicated bus only lanes to the resorts. Since significant uphill travel on snow days also corresponds to people working from home due to the weather, there should be minimal overlap in this multiple use scenario. <p>I've seen switchable lanes work well in other cities to accommodate commuters and Utahns will surely learn to adapt. Most have never driven the switchable lanes already in the valley. This helps us avoid over constructing to alleviate a problem that only exists a few hours of each day and on weekend mornings in the snow season.</p>		
5828	<p>The resorts are already at capacity during the ski season so there isn't much room for additional growth. Adding extra lanes to get people there faster makes no sense if they'll be unused shortly after when capacity is reached.</p> <p>For commuters, the east bench is approaching capacity for new development and the remaining open space is further south in Draper where residents would be more likely to take other surface streets or the interstate to drive north. Adding fulltime new "traffic lanes is a permanent solution to a periodic problem which can be solved with a more nuanced approach instead of paving over everything.</p> <ol style="list-style-type: none"> 3) The transit hubs for bus riders is a great idea. Given 60% are coming from the north, looking into an additional hub near I-80/I-15 with express service up the canyons could also help greatly. However, I believe existing fares contribute to the desire to drive a private vehicle because \$9 for a single round trip (per person) for a family is significantly more expensive than taking the minivan and a couple gallons of gas. Prices have to be lower to incentivize people to get out of their cars. Along with this, the increased bus service is an absolute must. Consideration should be given to express buses from the transit hubs to each resort instead of multiple stops to reduce turnover time. I live a mile from BCC and it takes over an hour on a bus to get to Brighton and there's a good chance I'll have to stand. In my personal vehicle it's 20 minutes. The rider fare has to come down along with the transit times to make buses the preferred option. 4) Regardless of the outcomes, I definitely support any extra lanes in the canyon being used for cycling/pedestrian traffic as this would go a long way to increase rider safety and alleviate traffic bottlenecks during the warmer months. 5) The snow berms are an excellent idea 6) While I support removing roadside parking near the resorts, dispersed parking should still remain elsewhere in the canyons. This reduces congestion at otherwise popular locations and allows people to spread out their hiking/climbing/snowshoeing/backcountry skiing which helps reduce environmental impact. <p>Thank you for your consideration.</p>	Matt Picard	Website
5829	<p>I am in support of expanding bus service with no road widening. I think this is most cost effective, does not require further development of canyon roadways or construction within the canyon that will disturb usability. This is environmentally friendlier than roadway expansion, which supports use of cars. It alleviates the issue of parking up canyon if more users can take the bus. It also makes the roadway safer when fewer cars are on the road on snowy days and more people can use the bus. In order for the bus option to be feasible, I would support expanded parking at the mouth of the canyons. I would also support continued police monitoring of cars driving up canyon on inclement days, checking for proper tire quality. Also I would support a toll implemented on weekends to further discourage driving up the canyon and to subsidize the bus program.</p>	Janel Scholine	Website
5830	<p>In addition to the gondola there needs to be stricter enforcement of onl vehicles with chains/4 wheel drive entering LCC.</p>	Nick Snyder	Website
5831	<p>Why not implement a carpool only policy for the canyon effective immediately before spending millions of dollars to support the leisure activities of rich people and tourists. The cost of public transportation in the city is prohibitively expensive for low-income families and students yet there is not talk of doing anything to spend some of the \$200 million on transporting residents to and from work/hospitals/schools.</p>	Amie Rosenberg	Website
5832	<p>I dont think the gondola is a good idea, i dont think the wider road is a good idea. I think the best option is to add more recourses so the bus system.</p> <p>Thank you for giving my comment due consideration and prioritizing little cottonwood canyon as a critical social determinant of health. With a growing population, now is the time to prioritize innovative transportation solutions and protect conservation efforts in the canyons along the wasatch front.</p> <p>LCC is a geological gem, a thriving natural space, and a critical source for water. The canyon provides an open space that positively benefits the physical and mental health of all that enter its granite walls. The congestion, and the pollution it brings along with it, disproportionately affects lower socioeconomic citizens. This group of people are also less likely to visit the canyon. It's important to decrease pollution, developed water conservation efforts, and make transportation more equitable and accessible right now.</p>	Conley Perry	Website
5833	<p>Increasing bus route timing, adding a lane for shared use, adding parking at the mouth of the canyon, and constructing a gondola are all critical to the future of LCC. Decreasing, or completely eliminating personal vehicles in the canyon will decrease pollution, and in turn keep the air and water cleaner! Having a robust bus system and the addition of the gondola will bring more people to the canyon to reap the benefits of time outside. I think the construction of a gondola is a creative solution and a statement that the citizens value innovation and conservation.</p> <p>My few concerns are with equitable winter access and how transportation changes may disproportionately affect black and brown communities and low socioeconomic status communities. *Will UTA fees increase for all riders to cover more bus routes and gondola construction? *What safety measures will be in place for winter hazards? *How will the additional shared use lane be protected from vehicular traffic in the summer months? *How will the gondola provide equitable access to the canyon for all users? *How can the addition of parking blend in with the landscape and also provide community space during underutilized times? (Shared bikes, picnic tables, bicycle skills course)</p> <p>Thanks again, good luck!</p>	Mary Walter	Website
5834	<p>I support the enhanced bus service without widening the road. Gondola is a terrible idea</p>	Adrienne Winter	Website
5835	<p>I am a resident of Utah for almost 4 years now and I am using a Little Cottonwood Canyon very frequently for skiing, snowboarding, mountain biking, hiking and snowshoeing as well as a simple recreation when I just want to gaze over the mountains. What I'm expecting from this canyon in the future is a Gondola transportation solution instead of widening a road. Gondola is the only reasonable option for a dead end road. Road widening and tunnels might make sense only for a through road. Thank You!</p>	Dmytro Sviridov	Website
5836	<p>I think the idea of building a Gondola and the base at La Caille is great; it would allow access even when the weather makes the road difficult.</p>	William Linke	Website
5837	<p>Alt 1 and 2 move the same amount of people, but Alt 2 is a lot more expensive. What is the additional benefit for Alt 2 and its additional cost? How big of an eyesore will the gondola be?</p>	Alan Peterson	Website
5838	<p>I am a Alta/Snowbird season passholder, and I am writing to support the development of the gondola system plus the base station at La Caille. The fact that a gondola has been proposed without providing parking at the base is intellectually reprehensible. How do you expect people to use a multimillion gondola system if you make it difficult to access? The goal for any public transportation system should be that it is as easy to access and use as possible.</p>	Pieter Kucharski	Website
5839	<p>The proposed La Caille base saves the gondola system from irrelevance. Build a massive parking ramp at the base station of the gondola. I will use it, and I guarantee you many others will.</p>	Daniel Harris	Website
5840	<p>I am a climber and I support the enhanced bus service without road widening. I am concerned that road widening would require the loss of many roadside bouldering and climbing areas. there should be a tram from park city or from midway, not from bottom of lcc. of the 4 options i think gondola is the best but would look for increased uphill capacity</p>	jeremy wenokur	Website
5841	<p>I'm both a skier and a climber, and I've had the chance to enjoy Little Cottonwood during both seasons. While some canyons/resorts can benefit from a Long tram system, Little Cottonwood is not one of them. With climbing being roadside, there would be no way not to destroy a significant amount of trees and rock. Little Cottonwood is too narrow, it is not a valley like so many European resorts are.</p>	Andrei Dan	Website
5842	<p>I support the enhanced bus.</p>	timothy choi	Website
5843	<p>I do not support the idea of a gondola or road widening. We have a very precious natural resource that should be protected at all cost.</p>	timothy choi	Website
5844	<p>Gondola with la Caille parking/base station. I have lived in Salt Lake County all my life and am a Alta/Snowbird season pass holder. I also ski the backcountry throughout LCC and hike/bike/climb in the canyon outside of winter. Please consider running the gondola year round, adding more stops for other users, allow bikes on the gondola, and last, I prefer more gondola cars with smaller occupancy per car. Thank you.</p>	David Bennett	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5845	I do not favor the most expensive option two where the main benefit to the user is just providing the shortest drive time. I like the least-expensive gondola option, but we haven't heard if it will require a fare and what it would cost to ride it. We also haven't heard if there is EIS info available for this option.	Tim Komlos	Website
5846	My vote would go with option number 1, with 24 buses and not road widening.	Nathan Perry	Website
5847	My family and I love Little Cottonwood Canyon and the entire Wasatch and we appreciate your work and outreach. We love to hike and we enjoy biking, downhill skiing, and snowshoeing. We are concerned about "loving to death" Little Cottonwood Canyon and the unsustainable usage of the canyon. LCC is a treasure that we must preserve for my daughters and future generations. We are also concerned about ski resorts taking priority over other uses and environmental protection of the watershed and the wilderness areas. We strongly oppose the gondola option. The gondola option does very little to alleviate traffic, is a precursor to an interconnect throughout the Wasatch with the accompanying development, is an inefficient use of limited taxpayer funds, and would price out many families. Additionally, a canyon-long gondola would forever scar the landscape. We should not build expensive infrastructure to accommodate a handful of users on a handful of peak traffic days. We have visited Switzerland and Austria and we used their gondola and cable car system. That system has its place, many of which are car-free valleys and not wilderness areas—but that place is not the length of LCC. We strongly support expanded bus service with mobility centers outside of LCC. However, the current bus alternatives need to consider more LCC users beyond ski resorts. Bus service must be year around to accommodate summer users and must access trail heads. Bus service could include BRT from the valley, direct shuttles from Park City to Snowbird/Alta, and van pools. Bus service is nimble and can upsize for peak times without needing year-round investment in an expensive and scarring gondola. If we brand it right and make it sufficiently convenient, people will use it. National parks successfully have transitioned visitors from cars to buses (Zion, Rocky Mtn., etc.) and LCC is easier because of the potential connections in the valley. Expanded bus service must be accompanied with a toll for single-occupancy vehicles or parking fees to incentivize more efficient travel. I recognize that Utah's growing population and the increased visitation to LCC likely will mean more parking needs. That said, if the goal is to reduce car traffic up the canyon, then let's first invest in sufficient bus service. Thanks again for your work and consideration.	Rachel Diehl	Website
5848	I am in favor of installing a Gondola in LCC. The traffic congestion in the canyon causes environmental hazards, as well as a frustrating and sometimes dangerous experience for motorists. As demand continues to grow, a gondola would allow efficient travel up the canyon with a minimal environmental impact.	Alanna Urie	Website
5849	Personally I think the Gondola has the most appeal. But the summary PDF does not answer a lot of questions. Can it run during winter storm/blizzard conditions? Will it need to stop for avalanche control work? etc. My biggest problem with all options is how narrowed the 'solutions' are. A target of 1,000 people per hour for public transportation is not enough. If the goal is to cap usage to 3,500 people per hour (and I think that is not enough as Salt Lake grows and the climate changes) than the ratio should be closer to 3,000 people per hour on public transport and only 500 people per hour in private vehicles. Allowing private vehicles and relying heavily on private vehicles is not going to solve the traffic issues in the canyon.	Mike Campanelli	Website
5850	it is incomprehensible to me that a concrete tunnel would even be considered.	viken kirian	Website
5851	I vote for the high speed, high capacity gondola + toll for private vehicles option. This is very clearly the best option all around—fewer cars, less pollution, less traffic, no widening of road or heavy construction of tunnels, more parking at base, beautiful, enjoyable ride for tourists and locals year-round. Thanks!	Sean Bingham	Website
5852	As long as there are good options for parking the gondola sounds good to me.	Brad Snyder	Website
5853	Enhanced busses/shuttles but no road widening. Otherwise climbing in LCC will be lessened and will ruin some of the amazing crags by widening the road or using other ways of transportation.	lily chisolm	Website
5854	I support the gondola	Gretchen Faucett	Website
5855	I am an Alta resident. I have lived here for over 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 Enhanced Bus with Roadway Widening is the current alternative that UDOT should select. It is the only alternative offering a meaningful improvement in travel time. 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 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. The improvements should anticipate the coming changes in networked and autonomous vehicle tech. 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. As vehicles become more autonomous, they still are not smart. They need guidance, especially in hazardous terrain and adverse weather. Smart-road systems should be built into the roadway to guide vehicles. The hazard we are faced with is that we simply respond to roadway demand and thereby create more demand, in an ever-increasing cycle. True transportation vision requires breaking that cycle. The biggest problem in the canyon is too many vehicles. One clear 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. A gondola would be slow and ugly. The ski resorts are great, we love them, and we can see that a gondola would serve the ski resorts; however, that is not UDOT's mission. The mission is to serve the citizens and travelers. Cliff Curry, Alta, Utah July 10, 2020	Cliff Curry	Website
5856	I don't believe your study is doing anything but serving the ski resorts. You haven't taken into consideration the millions of people that come to hike, mountain bike, picnic, relax, bird watch, etc. What happened to the CCTAP? The Gondola is a ridiculous idea, not solving any congestion problems and again serving only the ski resorts, while ruining the beauty of the canyon! We need a capable transit system, not more roads and sheds. I believe this "EIS" is a total failure to address the transportation demands of all the people visiting these beautiful canyons of our year round. We don't need a ski resort interconnect to Park City!	Cathy Mullaly	Website
5857	I support a transport gondola for Little Cottonwood Canyon. If enhanced bus service is used I would suggest an express service that starts at the Uof U, has a stop on Foothill, a stop at 3900 & Wasatch, 6200 & Wasatch. I would encourage UDOT to build a transit center with lockers, restrooms & additional parking at 3900South	Patricia Thaxton	Website
5858	Please see the attached.	Stuart Adams	Email
5859	Thank you,		
5860	I support option 1 for enhanced bus service without road widening. We don't need a super highway in this canyon to serve the impatience of a few skiers. What we need is more far more parking at the base of the canyons, so that you can more easily catch a bus to ride up and down. The negative impacts on the environment are as a direct result of overuse. We do not need to make it more accessible to more people. A wider road would mean more people, faster. Faster means higher speeds and more dangerous.	Robert Phillips	Website
5861	The Gondola sounds great, but you need build a massive parking structure at the base of the Gondola.	Stuart Goldner	Website
5862	I would like to see a better solution to get to mountains instead of sitting in traffic.	Anatolijus Larosas	Website
5863	I am all the way for the gondola. Buses won't help since none of the people will be using them. To Whom It May Concern, I live along this corridor and find the speed people are driving very alarming. With the current speed limit set at 50 most people are driving 55. It is difficult and dangerous to pull in and out of the Kings Hill area into 50 MPH traffic. I travel along Wasatch extension down to Lehi for work. That road is 45 and 35 past La Caille and beyond. On my evening return sometimes when I pull onto Wasatch Blvd headed north people pass me in that short area where it turns into two lanes at the bottom of Golden Hills because they don't want to travel the speed limit and I am appearing to slow for them. I am keenly aware of people and wildlife so along this corridor of Wasatch extension I am driving the speed limit, plus I have taken it as a time in my day where I can slow down and enjoy the view. Wasatch Blvd has become a highway to the mountains. It is often congested. You have people from out of town not realizing this is residential because there is a 5 mile span with hardly any lights. By having high speeds I think it brings this thought process onto the mountain road as well and people are driving too fast up it as well. Also on the descent people are picking up speed so with the lack of many lights at the bottom drivers are ready to hit Wasatch Blvd in the valley like it's a race track. With an out of town mentality there is generally no regard for residents or wildlife. I know that something needs to be done with this road. I cannot imagine living past the High T towards Wasatch extension and trying to get home on powder days or busy ski weekends. I highly suggest that whatever action is taken on this road that the speed limit be lowered to allow a more safe passage for everyone and reduce the highway speed mentality for all. More info here - if you are interested.... http://www.savenotpave.org/ Thank you for your time, I hope that whatever action is done with this road it is good for the community and the mountains and not for the almighty dollar. We have to start thinking about what is good for the long haul and get out of our current short term financial gain way of thought with total disregard for the future and our children. Thanks again - Nancy Browne	Nancy Browne	Website
5864	Buses are the best option! Please don't widen the road! It would negatively affect many of the resources that bring people to lcc in the first place.	George Patten	Website
5865	Please, No GONDOLA!! It will ruin the beauty of the canyon! The obvious s most cost effective choice is more busses!!	Kristin Anderson	Website
5866	I have been recreating in LCC for 30+ years during all seasons. For many years I skied at the resorts but now I prefer backcountry touring in the winter. The option I support is Enhanced Bus Service with snow sheds. If buses are more convenient and less expensive than driving then people will use them. Buses need to be dedicated to each ski resort and trailheads to avoid multiple stops. If buses are the only vehicles allowed during peak hours this would also get people to realize the bus is a viable solution. The gondola is expensive and not a viable solution. The volume the gondola can handle does not match the number of visitors. You did not address if any of the \$400 million for the gondola would also improve the road for those that are still driving up LCC. Will there be an additional fee for riders using the gondola? Will there be a toll for driving? Neither of those were mentioned. The gondola will also have a very negative effect on the viewshed in LCC.	Christian Johnson	Website
5867	I support the first alternative. Please select the least intrusive solution.	Millie Fletcher	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>I would like to start off by saying that I am an avid trail runner/peak bagger and am usually in the cottonwood canyons "little cottonwood included" multiple times a week. I go there because of LCC's amazing alpine terrain that is 15 minutes from my house. I can't speak on behalf of everyone but the drive up the canyon from the mouth with the giant towering granite walls is one of the most beautiful canyon entrances in the country. To place a gondola in this area would be an absolute letdown to current residents and all future recreators of LCC.</p> <p>The central wasatch is an extremely small mountain range compared to most other western states in general land mass when compared to its user count. I can't speak for everyone, but the cottonwood ridge and alpine ridge are something extremely unique and special that Utahns are able to hold dear to themselves. From rock climbers at the base of the canyon to hikers, bikers, motorcyclist's, scenic vehicle driving and winter recreation, I think I "can" vouch for most, a giant gondola system maybe one of the largest ever built would forever destroy the wildness that still remains in the untouched part of the canyon that the ski resorts don't currently reside in. From the canyon bottom all the way to the top where us "peakbaggers" spend most of our time this giant gondola system would take away one of the most special places that we have left in the central wasatch. Yes the resident of the salt lake valley are well aware that growth will continue to happen and the state will adapt, but a gondola is a massive intrusion into the mountain environment and an eyesore for most users, this is something that cannot be undone once initiated.</p>		
5868	<p>I regularly bring family and friends into the cottonwoods and they all exclaim in awe how beautiful of a canyon it is, and they also agree that a gondola would ruin what makes the first 3/4 of LCC so majestic and wild.</p> <p>Also as can be seen in essentially every single mountainous region that has become "commercialized" the wild of the landscape no longer exists. I realize that we cannot take away the ski resorts and that they serve their purpose, but the wasatch mountains in general are extremely small and once any of the local salt lake valley canyons are completely commercialized the wildness is gone forever and it becomes one giant resort for nothing for than monetary gain. I ask that UDOT consider how precious these canyons are to its residents and how special an untouched landscape is in a valley that is growing at unprecedented levels and with ever increasing backcountry users.</p> <p>My vote goes towards the bus system even though I believe that an electric rail line makes the most sense for both current users and future users. Either way the bus option with road widening will not drastically change the current environmental atmosphere of the canyon, and although there will be more traffic and buses, they will be hidden amongst the bottom of the canyon and not create the gigantic miles long eyesore of the gondola to all users throughout the canyon.</p> <p>In conclusion I ask UDOT to consider some of my points as a regular user of this canyon. Change is a part of our ever changing world, but consider the future users of these canyons and how your decisions today will effect how they get to enjoy the central wasatch with their own children some day. Keep some of utah wild and un-commercialized for the good of our community and to keep part of what makes utah- utah. Thank you for allowing me to comment and I hope that a decision can be made that helps the congestion, but that does not have an eternal loss on something the locals hold dear. Thank you.</p>	Daniel Barta	Website
5869	I support Alternative 1 - Enhanced Bus Service as it promotes the use of public transportation with limited environmental impact. I support the goal of reducing the number of private vehicles in the canyons.	Tony Zimmer	Website
5870	I am the Director of the Salt Lake Valley Trails Society, Salt Lake County's Mountain Bike trails group. We represent 80,000 enthusiast MTBers in the Salt Lake Valley, many who are LCC winter users, like members of our board of directors. Our group enthusiastically supports the gondola option as having fewer impacts on the LCC trail network and environment of LCC. In particular, the bus plus lane widening could have a major impact on the LCC/Quarry trail, especially in the Lisa Falls area where the trail sits in a narrow corridor between the present road and Little Cottonwood Creek. Additionally, while not examined in the EIS (this is a huge flaw), summer operations, including mountain biking, are much better served by a gondola, whose off-peak operations and operating costs would almost certainly be lower, while providing a better equipment accommodation for mountain bikes. Summer visitation to LCC now exceeds winter visitation, a disparity likely grow with a warming climate and the further build out of trails for hikers and MTBers, as planned by Alta, Snowbird and the USFS. Additionally, a gondola would likely have significantly fewer environmental impacts year-round, especially in the form of air pollution and noise which is creeping up the Canyon. Thanks for your good work.	KEVIN DWYER	Website
5871	I do NOT support any of the alternatives as presented!!!! Remove UDOT from the planning process of feasibility. They want to build things with concrete and asphalt, its what they do so their solutions default to something they build. Get a real transit study going. I believe a transit study should look at the feasibility of expanded express bus service increases from current transport hubs where there is already parking available. It is the stupidest idea ever to spend this kind of money on building new transit hubs right at the mouth of the canyons when we actually need transit hubs to focus on the rest of the valley. I don't support the tax payer boondoggle gondola!!!	Keith MOTLEY	Website
5872	<p>After reading over your proposals, the most non invasive and cost effective one would be to increase bus service and put in snow sheds. The canyon is a fragile resource and should not be made into a freeway which would damage the natural beauty and ecosystem. It appears that the best solution is to somehow reduce the amount of cars on the road. Increasing the number of lanes up the canyon would not only destroy some of the natural beauty and resources of the canyon but increase the amount of cars that could be stuffed up the canyon on any given day.</p> <p>Snow sheds help to keep the canyon open thereby keeping traffic flowing. Busses could help reduce the amount of cars driving up the canyon. Those going up the canyon to ski should be encouraged and rewarded for taking public transportation thus actually reducing the number of cars and increasing the number of people on the slopes. A win for both UDOT, the ski resorts, and all of us who think that LLC is one of the most beautiful places on the planet and should not be ruined by commercialism and greed. I would encourage you to consider all of the population, not just the ski resorts and their demands.</p> <p>If there must be a change then increased busses with snow sheds is the only reasonable option.</p>	An Anderson	Website
5873	I would support the enhanced busing system - with no roadway widening as my preferred option. If possible to widen the roadway with little to no minimal impact to the wildlife and canyon natural spaces at large, I would support that. But I hesitate to create a larger impact to the canyon.	Claire Gorton	Website
5874	I would prefer the enhanced busing option with no roadway widening as my preferred. If we were able to widen the roadway (for a bus system or a train) with minimal impact to wildlife and the canyon, I would support that but the proposed solution with widening would affect the canyon at large too much. I do NOT support the gondola.	Claire Gorton	Website
5875	<p>Hello - I have been a resident of SLC for 22 years and Little Cottonwood has been one of my primary reasons for living here. I frequent the area in the summer for hiking and rock climbing, and the winter for both in-area and backcountry skiing. I am strongly opposed to the Gondola option because of the ill effects construction will have in the watershed and in from industrial equipment permanently installed in areas that visitors use for hiking and climbing. I believe the enhanced bus option is the best choice for cost, ease of implementation, and environmental impact.</p> <p>Thank you Tommy Chandler</p>	Thomas Chandler	Website
5876	The gondola would be unique and effective. It also best preserves the canyon.	Troy Walker	Website
5877	Love the idea of an environmentally friendly way to get up the mountain. It would help with lines and decrease our pollution to keep our air clean in SLC. I wonder if a high speed train from downtown that goes up cottonwood would ever be feasible. I'm not sure the technology needed for that to do it in an environmentally friendly way. As a SLC resident I would support an environmentally friendly option to getting to the cottonwoods which I would use in both winter and fall- this would allow us to continue to enjoy the natural beauty of our area as we see our population grow.	Lauren Gimbel	Website
5878	<p>UDOT officers confirmed on July 1 and July 2, 2019 that a 35 mph speed design would be the focus of the LCC EIS. Now, in 2020, the EIS no longer resembles promises by project manager John Thomas nor the top executive of UDOT, Carlos Braceros. See Cottonwood Heights' City Council testimony by John Thomas and Mayor Michael Peterson Public Record July 2, 2019. Adopting a 35 mph design speed right for SR 210 through Cottonwood Heights' residential section now is a viable alternative supported by UDOT policy documents.</p> <p>According to 06C-25 "Establishment of Speed Limits On State Highways" shared by UDOT, there is a clear path for this project team to create the environment that would reduce the posted speed limit after a major reconstruction such as what is being proposed by the EIS:</p> <p>"A temporary Traffic Engineering Order (TEO) may be generated for a speed limit that matches the design speed when an existing roadway undergoes a substantial change such as a major widening such that the design speed of the new roadway is different than the posted speed limit prior to construction..."</p> <p>For the TEO to be generated for a speed limit of 35 mph, UDOT would adopt a Design Speed that corresponds to a 35 mph speed roadway. Currently UDOT is employing a design speed of 50 mph for its design patterns (i.e. 12' lanes, 14' medians, 20-22' clear zones on either side of shoulders).</p> <p>UDOT is defaulting to the existing 50 mph operational speed of a non-conforming roadway and using "standard designs" such as 12 feet lanes and 14 feet median. Instead, UDOT can pay keen attention to adjacent land use, culture, other traffic (pedestrian, cycling, and cross street patterns of traffic) when determining what the safest design speed is for the roadway.</p> <p>If the Reversible Lane alternative was eliminated based on detractive aesthetics of overhead signage & signals, why would a web of pedestrian bridges over WSB be put in UDOT's preferred alternatives?</p> <p>If pedestrian use along the two-miles of urban roadway will result in such a dangerous environment that pedestrian bridges are needed, shouldn't AASHTO's 1.5.2 Design in the Lower Speed Environment apply best?</p> <p>AASHTO's Engineer's green book spells out: "There are many situations in urban areas in which attempting to produce or design for lower speeds is appropriate. A low-speed environment is appropriate for residential streets, locations near schools and parks, and in downtown areas where there is considerable pedestrian traffic. Given the historic equating of design speed with design quality, the notion of designing a high-quality, low-speed road is counter-intuitive to some highway engineers. Yet it is in many cases the appropriate solution to a sensitive neighborhood or other street design problem. The severity of pedestrian crashes, a significant concern in urban areas, is greatly increased as speeds increase. Context-sensitive solutions for the urban environment often involve creating a safe roadway environment in which the driver is encouraged by the roadway's features and the surrounding area to operate at low speeds."</p> <p>The chart UDOT offers from AASHTO's clear zone requirements confirms UDOT's bias towards a high speed environment by matching the clear zones described within the EIS to those in the chart for 50 mph design speed. A 50 mph design speed requires wider lanes of travel, straightening of the road to provide a longer sight line, pedestrian bridges, etc. These expensive elements, would be unnecessary if using a 35 mph targeted design speed.</p>	Ellen Birrell	Website
5879	I like the idea of more busses and having them all be electric. Also, have certain busses have direct routes to the canyon. If you get picked up downtown Salt Lake, the bus goes straight up canyon with one stop at Snowbird and one stop at Alta, that's it. There should be other direct stops from larger parking areas throughout the Salt Lake Valley. Also, toll the road. Have a booth down at the bottom and toll cars coming up 24 hours a day. This person can then check for snow tires and 4x4 cars as well. Residents and owners in the canyon should not have to pay and maybe employers pay for employee passes. I feel if we make the busses more direct, have more of them, toll the road, or allow carpoolers to drive up at a discounted rate, it would help the canyon tremendously. Also, building a tunnel from Alta to Brighton would help with congestion.	Becky Hall	Website
5880	I am concerned about safety of pedestrian use along Wasatch Blvd. I understand that a pedestrian path along the east side of the Blvd has been added for this use. However, there has been no mention of traffic calming measures and speed reduction to address these concerns. Unfortunately simply adding a sidewalk along the Blvd won't encourage or sustain pedestrian use. Is it hard to send kids to school, parks, etc. alongside a multi lane high speed highway. Because the residents of Cottonwood Heights are such an active community, foot traffic and cyclist traffic must be better addressed. If I could offer a recommendation, it would be to add a park strip and green space as a traffic calming measure to break up the mass amount of asphalt that would only encourage higher speeds. (Similar to what has been done south of 9400 along Wasatch Blvd.)	Molly Sparks	Website
5881	As with Wasatch Backcountry Alliance and Save Our Canyons, I'm for option 1 (enhanced buses without road widening) until we can come up with the truly long lasting fix. We need trains and tunnels like central Switzerland despite the upfront cost.	Adam Blanchard	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5882	<p>I am glad to see that there is action being taken on the traffic issue. I see there are pros and cons of each option, but I most strongly support the enhanced bus access with road widening (or, secondary support for the enhanced service without road widening). The reasons for this are:</p> <ol style="list-style-type: none"> 1) Even just doing enhanced bus service would be good, but I don't see how it incentivizes anyone to use the bus instead of driving. Having a bus that has a priority lane that might travel up the canyon faster than a passenger car would give people a strong incentive to choose transit rather than private cars. I see this same problem with the gondola, although perhaps because people would use it because it is novel. 2) I would worry that a gondola might disturb the wilderness experience for backcountry users in a way that having additional traffic or a slightly wider road (in the same location where there is already a road) would do. As a backcountry user in both summer and winter (backcountry skiing, rock climbing, trail running), I am concerned about not disturbing the access or experience currently experienced in the backcountry. 3) Also, a gondola could not address offering transit options to backcountry users, whereas enhanced bus service (either with or without an exclusive lane) could easily add transit options for backcountry users at some point in the future (perhaps a non-express bus that left every 20 of 30 min and stopped at major trailheads). <p>A few areas of concern that I hope are considered with any of these options:</p> <ol style="list-style-type: none"> 1) Parking for backcountry/dispersed recreation (both summer and winter) might be affected if the road is widened – as a backcountry user, it is important to me to still have options for parking in all seasons (or a viable option to get to trailheads on public transit that stops frequently and reliably enough at all hours of the day). 2) Loading of either a bus or a gondola is a bottleneck. For current busses, there is sometimes a 2+ hour wait to get on one – even if busses/gondolas leave every 5-10 min, this may still be an issue on heavy use days, and if there is a long line it will discourage people from using the transit options (why would they when it is equivalent time to sit in their own vehicle?). This waiting time to board a bus/gondola – especially at peak resort-access times in the morning and afternoon – would need to be factored into the transit time up the canyon. <p>Please do not build a gondola. That will change the Wasatch Mountains forever. There is no ability to get the mountains back once they are destroyed.</p>	Cate Dolan Mitchell	Website
5883	<p>I would much rather see limitations placed on the number of people who can recreate in a day, rather than seeing more of our environment damaged to accommodate selfish humans.</p> <p>At the very least though, consider more buses. It would be less impactful on the environment, certainly less impactful than building a gondola.</p>	Kim Stanger	Website
5884	<p>UDOT should increase the number of UTA buses going up Little Cottonwood Canyon. The road should NOT be widened due to it being more costly, will have negative environmental impacts, and is not an effective measure to solve heavy traffic issues in the canyon immediately. The UTA should also consider adding more bus stops in the city on direct routes to the canyon to encourage people to ride the bus from their homes opposed to driving to the park and ride lots, which are vastly incapable of handling all the vehicles that drive up the canyon daily. Finally, UDOT should consider having a vehicle canyon pass. This pass would work similar to the Sun Pass or E-Z Pass (being attached to the windshield and providing an electronic signal to get scanned). People who prefer to drive up the canyon would have to pay for this pass pre-winter season. The amount of passes sold are determined on the number of day-lot parking spaces available at Alta and Snowbird. Those who drive up the canyon without this pass would be fined, similar to how electronic tolls work (picture of license plate taken and bill sent to address listed on vehicle registration). Employees who work in the canyon and commute from the city should receive a vehicle pass from their respective employer, but also be required to car-pool.</p>	Jacob Guden	Website
5885	<p>Increased emphasis on buses would be the least expensive and least impactful alternative.</p> <p>Dear Little Cottonwood EIS and UDOT,</p>	John Janson	Website
5886	<p>As a local Utah resident and avid backcountry skier and climber, I find myself enjoying the natural wonders of Little Cottonwood Canyon 2-3 times per week. It is a canyon full of incredible terrain and beauty. While access to the canyon is one of the major perks of living in the Salt Lake Valley, it comes with its own flaws as well. Specifically, access during the wintertime can be limited due to extreme weather and increasing tourism. There have been 3 main alternatives proposed for addressing the traffic and congestion. I believe that of the three options, the best option is to focus on enhanced bus service. This statement comes from a few different reasons: (1), all three options require better parking infrastructure at the base of the canyons, (2), the gondola proposal ruins the natural beauty of the canyon, and (3), the gondola has no capacity to support other winter trailheads and destinations.</p> <p>For many years, the ski resorts have been urging skiers and canyon users to carpool or take the bus to minimize wintertime congestion; however, this is not a sustainable means of transportation with the current parking infrastructure. There have been many times where I have had intentions of driving to a park-and-ride to bus up the canyon, only to find out that there are no available parking spots at the base. For any of the alternative transportation solutions to be feasible, there needs to be some type of parking garage or other parking infrastructure for us to utilize. Without it, we will continue to have a major problem as the number of parking spots at the base of the canyon limits the amount of people who can utilize the busses.</p> <p>Even with the parking issue addressed, I still believe that the gondola is a terrible idea. Personally, I love recreating in the canyon multiple times a week. One of the biggest reasons I enjoy LCC is its beauty year-round. By installing a Gondola, the entire canyon becomes a ski resort. After summiting a major climb lower down in the canyon, the last thing I want to see is an ugly Gondola waiting to be used by wintertime tourists. The gondola will absolutely degrade the serenity of the canyon.</p> <p>Lastly, the gondola only caters to resort skiers specifically in LCC. In the 2019-2020 season, I spent 47/53 of my ski dates in the backcountry. Although I was not having to reach the very top of the canyon, I still had to endure the same traffic that the resort skiers sat through. The proposed gondola will only stop at Snowbird and Alta, but there are many other trailheads along LCC that are huge access points for skiers. Additionally, the gondola will not service any ski trailheads in big cottonwood canyon either, where the traffic is just as bad. With the bus route, it would not be difficult to add stops at major trailheads along both canyons. This would make the bus option viable for backcountry skiers and resort skiers alike.</p> <p>Overall, there needs to be a plan to reduce the congestion in LCC. While three options have been proposed, there are still many other options out there. For example, during peak ski season months, a shuttle-only system could be implemented which would restrict the number of personal vehicles going up the canyon. Additionally, many regular users of the canyon would be willing to pay a small fee to access the canyon. This fee could be used to help support better parking infrastructure at the base.</p> <p>While each proposed option has its own pros and cons, none of them will be viable without enhanced parking availability at the base of the canyons. Additionally, the gondola should not be built because it only caters to a specific audience, as well as destroys the natural beauty of the canyon.</p>	Landon Crowther	Website
5887	<p>Thank you for the thoughtful plan. I want to comment that the gondola seems like a very poor option. It will limit the amount of the canyon that can be serviced by public transportation, is extremely expensive, slow, only serves the resorts, and opens the possibility for more lifts and would change the character of the canyon. Thanks, Adam de Havenon</p>	Adam de Havenon	Website
5888	<p>I am supportive of the gondola to Snowbird/Alta from the mouth of the canyon.</p>	Jim Oberweis	Website
5889	<p>Our beautiful resources need to be preserved and prioritized. Instead of adding a monstrous gondola, parking lots that draw more cars into the mouth of Little Cottonwood Canyon, and talk of "more" ... we need to figure out how to preserve, limit, and appreciate. The ski resorts should limit the number of visitors (online reservations/tickets only... similar to how theme parks are working with COVID-19 this summer) and bus transportation needs to be streamlined ("express" buses/vans that pick up at locations around the valley and then go directly up Little Cottonwood).</p> <p>It disappoints me (any many others) that UDOT, city leaders, and other "people of influence" feel that the above stated ideas are good for our community.</p>	Annette Marchant	Website
5890	<p>Let us step back and use common sense. Would it be not possible to utilize a mandatory bus transit to the resorts. Each bus eliminates 50 vehicles. This could resolve not needing to widen roads. Parking lots would need to be provided for to accommodate vehicles. Exceptions would be required for commercial and other necessary vehicles. This should be considered a 4th option.</p>	Gary Hadfield	Website
5891	<p>Do not add an extra lane or change the footprint of transportation at all up the canyon, thus preserving the watershed and natural environment.</p>	Sarah Schwieger	Website
5892	<p>I am in FULL support of the Gondola plan for a multitude of reasons including environment, congestion and ease of access. Please go forth with this plan!</p>	Arthur Castillo	Website
5893	<p>This is a very interesting project. I work for The Boring Company, a transportation company that builds and operates low-cost, zero emissions, underground infrastructure. I believe The Boring Company's Loop transportation system could provide a useful project alternative which may be worth UDOT's consideration.</p> <p>Please feel free to visit www.boringcompany.com for more information or contact tunnels@boringcompany.com if you are interested in discussing further.</p>	Michael Thompson	Website
5894	<p>I support the Enhanced Bus Service without roadway widening, with snow sheds to reduce powder-day road closure congestion and private vehicle tolling (at least in upper canyon) to encourage bus ridership.</p> <p>I am a frequent user of LCC, as both a backcountry and resort skier in the winter, and a climber, hiker and mountain biker in the summer.</p> <p>I am trying to keep an open mind about the gondola, since I have been to europe and I do ski the resorts... but if you have to take a bus to get to the gondola, that stinks. You should just stay on the bus at that point! I see that the La Callie Base promoted by the ski resorts could include parking at the base of LCC, but it seems like there is limited real estate for the parking garage there? Also a big garage at the base of LCC would be unsightly, and it would still push a lot of single occupancy cars through the cottonwood heights neighborhoods. I also think having a gondola AND a road in the bottom of LCC would be a big (visual) impact to the natural character of the canyon. Bouldering while a gondola cruises overhead? Ski resorts are so ugly in the summer already. Hiking, biking and climbing recreation at the base of the canyon with the gondola running through everything is not appealing.</p> <p>To speed up travel time I see that peak-season winter busses would not stop at trailheads, but I could see them being flexible in the summer by providing trailhead access whereas the gondola would ONLY go to the resorts, ever. Granted BCC has a lot more trailheads than LCC (which mainly has White Pine and Lisa Falls) so it's not as big of a deal, but the gondola would just be an extension of the resort and would not be able to alleviate summer congestion and parking in the rest of the canyon.</p> <p>Another point: the bus (or gondola) needs to be free to ride to work, otherwise people will just want to drive. Not because of the cost, but because figuring out how to pay is a hassle. You already have gas in your car so that's easy, but how do you pay to ride the bus? Do you need to fish out your credit card from your ski clothes while everyone waits behind you to get on the bus? Do you need exact change (the worst)? It's stressful. The transit needs to be free and the road needs to be tolled to get people on the transit.</p> <p>I am generally opposed to having 2 Peak Period Shoulder lanes, since that is a significant widening of the road and would impact the canyon (and the bouldering!), but I could see adding a single, directional peak use bus shoulder lane, maybe, since there is already a wide shoulder in some places. This would just keep the buses moving in the busy direction at peak-peak times (Saturday powder morning). But not 2 lanes - making it a 4 lane road - that seems unnecessary. And I would hope that with the snow sheds the 8am avalanche control road closures would be reduced, which is a big source of the winter congestion that backs up on Wasatch Boulevard.</p> <p>Lastly, all of the plans appear to re-configured Wasatch Boulevard through Cottonwood Heights to handle traffic growth, and I'm concerned about neighborhood impact of faster, wider road there. How do resident pedestrians cross the road?</p>	Evan Johnson	Website
5895	<p>I support the Gondola Plus La Caille Base Station proposal</p>	landon meier	Website
5896	<p>The gondola option only makes sense with the revision that would have parking directly next to the base station. People are not likely to take a gondola that requires taking a shuttle bus from a parking lot.</p>	Juliana Ma	Website
5897	<p>We live just off of Wasatch. I can see the street from my window. The ski park and ride is across the street from me. PLEASE DO NOT widen the road. What for? So that people can sit in front of my house, with the fumes from their cars making it even harder for an asthmatic to breath. This will do nothing to ease the traffic situation. It's flawed. It will devalue the cost of our home, which we paid a fair amount for. It will pollute the air. People will still be angry and frustrated as they wait for Little Cottonwood while it's closed for avalanche control. We ask you to please not do it. It doesn't seem to accomplish a thing.</p>	jill reid	Website
5898	<p>As a long term (20+ years) employee of Snowbird I know all to well of the challenges that face this stretch of highway and how those issues will only compound in the future. This is why I feel that the solution to these problems will not be solved by the same answers that created them such as more busses and more asphalt. This is a very short sided way and one that would only kick the can down the road. This is why I feel that the best solution to the traffic congestion in the Cottonwood Canyons is to do something different. Ropeways have a long history of use throughout the world and in Utah. Using a 3s that system that would be capable of not only the distance but also the capacity needed is in my opinion the best solution and the most cost effective in the long term. With this I wholeheartedly support the proposal put forth as Gondolaworks.</p>	Cory Cowan	Website
5899	<p>I think the best option will be the gondola. Lets have less cars and less pollution from fossil fuel.</p>	Timothy Wolfgram	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5900	<p>UDOT Planners, I appreciate the opportunity to provide input regarding UDOT's Little Cottonwood Canyon Environmental Impact Statement Draft Alternatives Development and Screening Report. I have been a recreational user of Little Cottonwood Canyon's (LCC) climbing resources for over 20 years and have experienced the increase traffic first hand, and understand the need for action. With an ever increasing population in the greater Salt Lake City area, it is becoming more and more difficult to find outdoor experiences that are not highly congested, and therefore the outdoor areas in the greater Salt Lake City area must be protected.</p> <p>I support the Alternative of Enhanced Bus and NO additional roadside capacity and NO roadway widening. Also, if proposed, I would support a user fee to enter LCC similar to what is in place in Millcreek Canyon or American Fork Canyon. Imposing a user fee would help mitigate congestion and create funds to be used for improvements to LCC.</p> <p>Regards, Steven Walters</p>	Steven Walters	Website
5901	I support the gondola option. I feel this would be better for the environment by reducing the number of vehicles in the canyon, and add to the experience of traveling up one of the most beautiful canyons in the world.	Jon Hansen	Website
5902	As an avid user of this precious resource I urge that more research be done on the impacts further development might have on the canyon and it's use. People who recreate in the canyon want to keep complete access. Please consider only further enhancements to bus travel during peak seasons. Thank you!	Hyrum Maynez	Website
5903	<p>Building a 3500 car parking structure that sits empty 8 months of the year (at the tax payers expense) is wrong.</p> <p>It's wrong on Wasatch Blvd, it's wrong at 9400 south, it's wrong anywhere.</p> <p>Such a structure is a magnet for graffiti, vandalism and crime. Please think responsibly for the beauty and sensible use of our community land. I agree we need to move skiers up the mountain quickly. The access and quick mobility is part of the lure of skiing here in Utah and it is an essential part of our economy. But 8 months out of the year (when skiers are not here) this area that contains this structure must be an asset to it's location.</p>	Diane Wells	Website
5904	As a recreator of LCC in the boulders existing on the shoulders of the canyon, I do not want the widening of roads. Please consider ONLY ENHANCED BUS SERVICE. NO gondola.	Jules Cho	Website
5905	supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Jason Rasmussen	Website
5906	Please put more resources into the bus system. I want to ride the bus up the canyon but it is inefficient and a hassle. Busses don't run frequently enough and the park n ride lots fill very quickly. I would like to see a more central hub parking lot/structure with busses constantly coming and going. There should be an incentive to ride the bus also because right now there is no downside to driving by yourself and clogging the canyon. People need to question if driving up alone is the right call, right now, it's a no brainer because of how awful the experience of the ski bus often is	Pierce Whalen	Website
5907	supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.	Whitney Rasmussen	Website
5908	Regardless of which option you go with, I'd like to see the base area built up into something nice. Ample parking and restrooms are an absolute requirement. Maybe some of the cost could be offset by renting retail space. Ideally, a coffee/breakfast spot, a convenience store, a ski shop, and some local bars/restaurants. It would be great to get down the mountain and be able to sit down Red Iguana East or a branch of Red Rock or the Pie. Also, if one of the bus options is chosen, completely eliminate cars on heavy/slow traffic days. A bus with chains should be able to get down the canyon in 45 minutes on even the worst roads you're likely to see if there's no other traffic on the road. It's bad roads plus congestion that create 3 hour commutes and you can't get rid of bad roads, so remove the congestion instead. Once the hub area is built, you could even bus from there for a year or two, then upgrade to a gondola later to spread out costs. A pleasant base area with the amenities to keep people waiting comfortable is the key to the whole thing.	Bennett Wohlfeld	Website
5909	I like the idea of the gondola, but a bus to the gondola seems like people will just avoid it. Is the new gondola option with parking by La Caille even an option at this point? Also- will there be enough parking at the new mobility hub? I am afraid that with the time constraint and possible parking being too little, the gondola will be avoided. I like the enhanced bus the roadway enhancements second - I wish we could do both. I do feel we need more trailhead parking. Gate buttress needs a bathroom but it looks like the plan is for less parking than exists. The Great White Icicle parking needs to be created (not sure if that is what bridge trailhead is). White Pine needs expanding (make it huge) and police- too many cars getting broken into on a regular basis- it is known for this now. Lisa Falls also needs real parking.	Garth Tino	Website
5910	Strongly oppose the gondola. Favor enhanced bus with roadway extension. Gondola would be an eyesore and way too expensive and would further disrupt the canyon.	David Mangum	Website
5911	Gondola is my choice!	Trisha Breiling	Website
5912	My priorities are clean air, habitat preservation and long term solutions. I also believe we are at the time where doing nothing creates irreparable damage - so making a choice to do something now matters. I believe that the only solution that addresses my priorities is Gondola. Gondola is also the only option that address life and safety issues for users and first responders. The LaCaille station option is the only choice that hooks to regional transportation planning efforts, respects the canyon's beauty, includes preservation for the next generation and solves traffic issues at the mouth. Additionally takes down the barriers to using mass transit (time, ease and comfort) - which is a huge win in Utah to get more of us on public transportation and out of our SUVs	Maura Carabello	Website
5913	See attached comment	Zinnia Wilson	Email
5914	<p>I strongly support the recently proposed La Caille Gondola option. It is the best alternative because of its high capacity, low environmental impact, dedicated parking and transit center, and its ability to run in any weather or avalanche conditions. It will also get more vehicles off the highway than the bus options, lowering the in-canyon environmental footprint. Additionally, it will offer a one of a kind attraction for Utah residents and tourists alike. I hope that UDOT will consider the La Caille base area gondola option instead of its previously proposed gondola option, which did not have an on-site parking structure.</p> <p>Sincerely, Jonathan Lee</p>	Jonathan Lee	Website
5915	The Train Alternative: The Granite Community Council met on Wednesday July 8th and voted to request that UDOT not consider any requests to reopen or reconsider the alternative of a train up Little Cottonwood Canyon. The Council opposes the train alternative because of the negative environmental impact, the high cost, and the large number of homes that would be affected by along the train route. Thank You	The Granite Community Council	Website
5916	A Gondola on the Backside of the Ski Resorts: The Granite Community Council met on Wednesday July 8th and voted to request that UDOT reconsider the alternative of a gondola which would be built on the backside of the ski resorts. The gondola would have a base station beginning somewhere near I-80 in the Park City / Kimball Junction area and pass through the ski resorts in Park City and Big Cottonwood Canyon and terminate in Little Cottonwood Canyon. The benefits would include a reduction in the traffic from Park City to Alta and Brighton. It would also reduce ski traffic coming from the Salt Lake City area up both Big and Little Cottonwood Canyons as skiers choose to drive the alternate route up I-80 created by the backside gondola instead of driving up the canyons. This alternative would also help address the emergency egress issues in both Big and Little Cottonwood Canyons. Thank You	The Granite Community Council	Website
5917	I dont believe that creating additional bus traffic in little cottonwood canyon is a great solution. The gondola would likely be more skier friendly while minimizing actual vehicle traffic. A canyon road widening would likely be unnecessary with this option however minimal environmental impact would be necessary. The natural beauty of the canyon is what makes it such a popular destination and maintaining a quality environment should be the first concern of the project. I do not want more bus traffic but am in favor of the gondola.	Joseph Vigil	Website
5918	Do not add more traffic lanes to Little Cottonwood Canyon road. Please look at the gondola option and all other options.	Stacey Thomas-Keller	Website
5919	I write in support I'd option 3 the gondola system As the original and lead architect and planner of Snowbird I proposed a tram (gondola) 50 years ago. I anticipated the problem we are now facing . A gondola will have far less impact on the environment physically and visually. Avalanche and snow sheds and widening the road require Massive cut and fill having huge impact on the canyon. A gondola will also greatly reduce if not eliminate the large parking lots which could be reforested thus improving air and water quality. A gondola system is safer as well in that it would eliminate driving by car or bus in snow and ice conditions. Clearly a gondola system will serve the greater good in all aspects. Sincerely and respectfully, Jack Smith, FAIA, Architect	Smith Jack	Website
5920	Please preserve the canyon, use buses rather than a tram. Any changes that will impact my ability to access rock climbing or back country skiing at any point in the year will make me very upset at the chosen 'solution'.	Ingrid Niesen	Website
5921	I love living in slc because of the access please do not infringe on access of some of the smaller user groups in the canyons. That will end poorly. This problem has been in part caused by the greed of the resorts to make more and more money. They should be inpart liable for helping to offset the cost to locals.	Brandon Kupczyk	Website
5922	Balance between the resort visitors and other users of the Canyon: Your three alternatives provide possible solutions for the increased number of visitors to the ski resorts. All three alternatives facilitate more access to the canyons but they do nothing for those that use the other areas of the canyon. Your trailhead plan is to reduce the number of parking spaces but not to provide any other alternative for users to access the trailheads. YOUR PLAN IS NOT BALANCED! It addresses ski resort use issues but does not address any other traffic or transportation issues in the canyons. Please serve all the users of the canyon and not just the ski resort users.	Vaughn Cox	Website
5923	Leave LLC alone!!! Do not ruin what is one of the most beautiful areas in Utah for the sake of the ski resorts. Increase the buses. That's it. Encourage more carpooling. Who wants to an ugly, piece of garbage like a gondola going through the canyon?!!! Quit trying to make an I-80 up the canyon and PRESERVE IT AS IT IS!!!!	Cameron Wilcox	Website
5924	I am supportive of giving buses priority access in the existing lanes. The gondola does not seem to solve the issues currently being faced and I am scared about further scarring such a beautiful area with ultimately unproductive construction.	Nicholas Danziger	Website
5925	The proposed PARKING lot chosen is at the bottom of BIG COTTONWOOD CANYON Where do you think BCC skiers and recreationalists are going to park? I live at the mouth of BCC and do not want this area to shuttle people to LCC. It is unnecessary to put strain on BCC and attempt to hold both canyon traffic and parking. Especially during rush hour when residents are trying to get to their own homes. I don't see this being a well thought out plan.	Erin Salazar	Website
5926	Enhanced bus service, wider lanes, AND limits or fees on cars is my stance. Additionally, large, safe, monitored parking garages with bathrooms also seems mandatory in order to incentivize bus traffic.	emilie drinkwater	Website
5927	I have climbed in the Wasatch for over 20 years. LCC is a world class climbing area. I am ok with increased buses up the LCC. Here's what I do not want: • I do not want the road widened. This may impact climbing areas or water quality. People already drive too fast on that road. Don't give them a reason to go faster. • I absolutely do not want a gondola. This is only useful for the ski resorts, not for the people who will be paying for any of these alterations. • The parking area at the base of LCC needs to remain. How will people access the newly built Alpenbock trail? It is an important access point for many popular climbing areas as well as for hikers. • Do not 'improve' Gateway Buttress' parking lot. Not only do climbers, boulderers, picnickers, and hikers use it, but it serves as an access point for those wanting to go to the stream. No way is 21 spots enough. Do not eliminate roadside parking in that area. • Do not eliminate roadside parking near the ski resorts. Many recreationists need access to Hellgate cliffs, and backcountry skiing.	Gary Beil	Website
5928	Any transportation solution for the canyons has to be as low profile as possible. The Wasatch is a treasure and we have to preserve it in as a wild a state as possible. Further development (ie: a gondola) erodes its wild status and would attract more people and more development to a canyon that is already suffering from too much of both. We have to save these wild places because once they're gone, they're gone.	Munro Alley	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5929	<p>If skiing at resorts was the only priority and the only thing people did in the canyons then a Gondola is a great idea. That's not the case though. The enhanced bus option makes the most sense both from a cost standpoint and a flexible solution standpoint. Wasatch boulevard should certainly be widened with a dedicated bus lane and more parking areas should be added. Roads in the canyons should not be widened however, they are beautiful and delicate wilderness areas and the less construction in them the better. Yes, there is already a road but we don't need increase our impact if we don't have to. Widening the road would make the bus rides shorter but it's not worth it.</p> <p>Thanks for hearing my comments!</p>	Kellen Busby	Website
5930	No gondola. The gondola would be way too negatively impactful.	Joshua Judkins	Website
5931	I want additional busses without road widening. I feel like you are trying to solve a problem that doesn't super exist. And haven't taken into account all the other non pay to play recreation that the canyon provides to our residents.	Jill Gorringe	Website
5932	I am not in favor of widening Wasatch Blvd. Alternative options should be pursued. I live just off of Wasatch Blvd and have certainly experienced the traffic involved, but accept it as part of living next to the Cottonwood Canyons. I think widening it into a highway would have negative impacts on residents along Wasatch Blvd since wider roads typically lead to increased road use (which then leads to more traffic, more local pollution, etc.) Find another way.	Jami Ballantine	Website
5933	<p>DO NOT INSTALL A GONDOLA. As an avid backcountry skier, none of these solutions are accommodating. I would vote for increased buses and the canyons should charge admission like millcreek and offer a season pass model.</p> <p>As a resident and home owner in the Wasatch Front and Salt Lake County, I would like to voice my support for the simpler public-transit alternative, i.e., Alternative #1, as described in the LLC EIS.</p> <p>My choice is based upon these considerations:</p> <p>Given that Little Cottonwood Canyon (LLC) is a unique natural resource within proximity of over 1 million residents, and receives millions of visits per year – preventing further development of large-scale structures within the canyon should be prioritized, thus another gondola-type development is in the wrong direction. Better planned, and more accessible, public transport from throughout the SL valley could also lower the impact on Wasatch Boulevard and the parking crisis which exists at the mouth of both LC and BC canyons.</p> <p>By some assessments only 10 days per year actually overwhelm the uphill capacity of current alternatives. Therefore greater volume of bus and public transport could greatly alleviate the vehicle congestion, if provided in an efficient manner. The gondola alternative would seem to create different traffic jams (at the access and transfer points) at enormous cost, and irreversible cost to the landscape and ecology of LLC, and may not even be used at all in the non-winter months.</p> <p>Any transportation solution should be flexible enough to serve the many destinations, and many activities in the canyon, beyond the two resorts. The resort traffic, which admittedly drives the worst traffic situations in the winter, is overall not the greatest public utilization of the canyon. All the many other activities documented in the EIS are important for an improved transport system to serve, all year long.</p> <p>It is also true that, from our vantage in 2020, we are not able to predict exactly how the transportation needs will evolve, so the most flexible alternative should be favored.</p> <p>A liability of the gondola alternative, I did not see discussed in the EIS, is the potential disaster in the event of a power outage in the canyon (which I suspect happen nearly every year for short periods). How could all the passengers on 30, or even 15, full gondola cars be evacuated, in event of a power outage? Not without an enormous, expensive, and potentially dangerous rescue operation.</p> <p>There are other objections I have to the breadth of the EIS, i.e., how can LLC's problem be addressed without considering all the Wasatch Front canyons? But for now, please consider my choice of the three options offered.</p> <p>A concerned citizen,</p> <p>Harold Sears</p>	Sam Pelletier	Website
5934	<p>As a skier and rock climber I think building additional lanes would be a total disaster and would completely ruin many of the most well known bouldering locations in lower LCC. Enhanced bus service with no lane widening would be the best outcome. Gondola would be a distant second but I think that would also have a large negative impact on most recreation areas close to the road (think of the amount of litter thrown out of gondolas). Please don't ruin LCC bouldering by destroying some of the best areas with widening the road.</p> <p>I strongly support the so called "GONDOLA PLUS LA CAILLE BASE STATION" option. Let's get this right for our kids.</p> <p>Thank you for all of your time and careful thought in this matter.</p> <p>This cannot happen, it will drastically take away from the environment and areas where people climb year around not to mention the impact of how many more people will now be flooding in the canyon. Not only damaging the wildlife but also the land.</p> <p>I prefer enhanced bus service without widening SR-210.</p> <p>As a outdoor enthusiast and professional mountain guide (ski and climbing), I believe the enhanced bus service with no roadway widening is the most attractive alternatives of the three presented. None of the alternatives presented do much to address the needs of the dispersed recreation users. These options seem to be expensive and will have a high impact on the community and the tax payers as well as the environmental well being of our National Forest and Wilderness areas. All these options seem to address the needs of the ski resorts and their desires to increase their profit and ease of access while neglecting the many other canyon users as well as the industry that this supports. Backcountry skiing is growing faster than resort skiing and rock climbing and dispersed recreation is a growing and a substantial industry in Utah and Salt Lake. Not addressing the future needs of this community in favor of addressing the current needs of the ski resorts is doing the Salt Lake community and the national and international outdoor industry a great disservice. Access throughout the canyon is imperative to not only the needs of the dispersed recreation users but also spreads out the impact on our lands to a greater area, thus preserving it for future generations. A better and more sustainable solution needs to be found that addresses the needs of all users and the natural environment that will be able to last the test of time. Planning for now and the very near future is a wasteful view that leads to obsolete infrastructure and lasting environmental and financial impact while not solving the problem.</p> <p>A gondola is not the solution for congested roads in little cottonwood canyon. This solution would permanently damage the nature and the skyline of little cottonwood canyon. Expanding the roads will also damage the nature of little cottonwood canyon. Increased affordable UTA and public transit (perhaps electric buses) as well as toll roads seems like a better solution to combat environmental damage while preserving the natural grounds as much as possible.</p> <p>10-20 days of traffic per year is not worth the environmental and financial costs of these solutions. I say this as both a skier and as someone who lives in an area effected by the traffic.</p> <p>Traffic on a POW day comes with the territory. We can live with that.</p>	Harold Sears	Email
5935	<p>As a life-long resident of Utah, the place I most dearly call home is Little Cottonwood Canyon (LCC). Like countless other people, I go to LCC to re-fill my spiritual cup, to enjoy the splendor of the canyon. We are blessed. The decisions regarding transportation in LCC are very important to me and I take very seriously.</p> <p>Unfortunately, upon review of this draft EIS, I do not support any of the alternatives proposed here. The options presented here fail the user, the community, and the environment and further impact the values that make the Wasatch so awe-inspiring. This plan fails to consider and network with the transportation needs throughout the Wasatch front and as such is inadequate. The EIS process for transportation solutions in Little Cottonwood Canyon has betrayed the community and the tax payers who will pay a significant portion of this decision. The outcomes of this decision will seriously impact the people and the place.</p> <p>As an interested community member and tax payer, I was eager to hear the proposal for LCC transportation and attended the virtual meeting about the EIS Draft Alternatives in late June. The proposed solutions are wildly insufficient, will have huge environmental costs and further degrade the watershed and air quality through increased road surfaces and exhaust. In addition, the alternatives do not accommodate the needs of enough of the user groups. During the meeting, UDOT representatives clearly misled the public to believe that trains are not a "reasonable alternative", claiming that trains are too expensive and that this alternative would displace more than 50 homes. All of this is simply not true. During the EIS meeting, the UDOT representatives communicated lies. They mentioned that the train could not go up such a steep grade. Not true. They said the train would need two tracks the entire length of the canyon. Not true. They said the only route would need to be upslope of the road, this is ludicrous and also is of course, NOT true. They also mentioned that connecting this train to the existing network of trains would require displacing more than 50 homes. Not at all necessary and not true. This blatant stream of lies is despicable and disrespectful of the community, playing on the idea that the general public does not know any better and therefore lying to the public would allow people to buy into the idea that trains are not a "reasonable solution". Meanwhile UDOT, a road company, determines that two of the three "reasonable solutions" include major road infrastructure and improvements to accommodate more cars and more buses.</p> <p>The need for improved transportation in LCC has been pursued since the 1970s. We can do better. After decades of work and an impossibly large sum of money spent, our sophisticated solution to this transportation challenge is buses...really??? What century are we living in? There needs to be better forward, innovative thinking. This is not rocket science, the residents and visitors to this state deserve better, not to mention the wildlife, water and air.</p> <p>As for the proposed "reasonable alternatives" the gondola seems like the best of the three options the public is given. That said, where will thousands of cars park right at the mouth of the canyon? There is no solution for that, so people will need to park cars at hubs far away and take a bus to the gondola. This is a deal breaker for most users to need to take a bus and then change to a gondola...too cumbersome to do with kids. The parking hub solutions do not seem to serve people from Granite, Sandy or Draper or consider the burgeoning needs of Big Cottonwood Canyon and mass transit in general. This alternative does not serve users that are not heading to the ski resorts and to me this seems like an unacceptable attribute. Basically, this means there will continue to be extraordinary pressure of cars in the canyon, one of the core goals to solve with this proposal. In addition, the long-term (40 plus years) maintenance of such a solution will be costly, likely well in excess of a long-term investment of a train.</p> <p>The worst part about the bus alternatives is the associated road widening and avalanche sheds. These actions will have serious impacts to the hydrology and erosion in the canyon with modest improvements in transportation. Likely road widening will result in an increase of annual car transport in the canyon. Of course, increasing bus service will help, why have we not implemented that to a greater degree yet? Likely because there is not sufficient parking infrastructure in place to accommodate the cars. Of course, parking hubs need to be created in multiple locations north, south and west of the canyon. Why does increasing buses require road widening?? Widening roads whether it is the canyon road or Wasatch boulevard only increases cars, idling and exhaust. Isn't the goal of this project to decrease car use and increase transportation alternatives?</p> <p>I feel strongly like we should be designing transportation solutions around the values we seek in the Wasatch, allowing people to enjoy the environment, views, wildlife, water and air quality. We should not be designing experiences that are dictated by transportation. Transportation is a tool that will help or hurt those values. I am entirely disheartened by this effort and hope none of these alternatives are put into place. As a tax payer, resident and lover of LCC, I do not support the expansion of roads proposed here.</p>	Kirby McCoy	Website
5936	Thank you for all of your time and careful thought in this matter.	Cliff Doner	Website
5937	This cannot happen, it will drastically take away from the environment and areas where people climb year around not to mention the impact of how many more people will now be flooding in the canyon. Not only damaging the wildlife but also the land.	Joseph Bucher	Website
5938	I prefer enhanced bus service without widening SR-210.	Kris Nosack	Website
5939	<p>As a outdoor enthusiast and professional mountain guide (ski and climbing), I believe the enhanced bus service with no roadway widening is the most attractive alternatives of the three presented. None of the alternatives presented do much to address the needs of the dispersed recreation users. These options seem to be expensive and will have a high impact on the community and the tax payers as well as the environmental well being of our National Forest and Wilderness areas. All these options seem to address the needs of the ski resorts and their desires to increase their profit and ease of access while neglecting the many other canyon users as well as the industry that this supports. Backcountry skiing is growing faster than resort skiing and rock climbing and dispersed recreation is a growing and a substantial industry in Utah and Salt Lake. Not addressing the future needs of this community in favor of addressing the current needs of the ski resorts is doing the Salt Lake community and the national and international outdoor industry a great disservice. Access throughout the canyon is imperative to not only the needs of the dispersed recreation users but also spreads out the impact on our lands to a greater area, thus preserving it for future generations. A better and more sustainable solution needs to be found that addresses the needs of all users and the natural environment that will be able to last the test of time. Planning for now and the very near future is a wasteful view that leads to obsolete infrastructure and lasting environmental and financial impact while not solving the problem.</p>	Christopher Brown	Website
5940	A gondola is not the solution for congested roads in little cottonwood canyon. This solution would permanently damage the nature and the skyline of little cottonwood canyon. Expanding the roads will also damage the nature of little cottonwood canyon. Increased affordable UTA and public transit (perhaps electric buses) as well as toll roads seems like a better solution to combat environmental damage while preserving the natural grounds as much as possible.	Elizabeth Porter	Website
5941	10-20 days of traffic per year is not worth the environmental and financial costs of these solutions. I say this as both a skier and as someone who lives in an area effected by the traffic.	Derek Tillotson	Website
5942	<p>As a life-long resident of Utah, the place I most dearly call home is Little Cottonwood Canyon (LCC). Like countless other people, I go to LCC to re-fill my spiritual cup, to enjoy the splendor of the canyon. We are blessed. The decisions regarding transportation in LCC are very important to me and I take very seriously.</p> <p>Unfortunately, upon review of this draft EIS, I do not support any of the alternatives proposed here. The options presented here fail the user, the community, and the environment and further impact the values that make the Wasatch so awe-inspiring. This plan fails to consider and network with the transportation needs throughout the Wasatch front and as such is inadequate. The EIS process for transportation solutions in Little Cottonwood Canyon has betrayed the community and the tax payers who will pay a significant portion of this decision. 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They said the train would need two tracks the entire length of the canyon. Not true. They said the only route would need to be upslope of the road, this is ludicrous and also is of course, NOT true. They also mentioned that connecting this train to the existing network of trains would require displacing more than 50 homes. Not at all necessary and not true. This blatant stream of lies is despicable and disrespectful of the community, playing on the idea that the general public does not know any better and therefore lying to the public would allow people to buy into the idea that trains are not a "reasonable solution". Meanwhile UDOT, a road company, determines that two of the three "reasonable solutions" include major road infrastructure and improvements to accommodate more cars and more buses.</p> <p>The need for improved transportation in LCC has been pursued since the 1970s. We can do better. 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Of course, parking hubs need to be created in multiple locations north, south and west of the canyon. Why does increasing buses require road widening?? Widening roads whether it is the canyon road or Wasatch boulevard only increases cars, idling and exhaust. Isn't the goal of this project to decrease car use and increase transportation alternatives?</p> <p>I feel strongly like we should be designing transportation solutions around the values we seek in the Wasatch, allowing people to enjoy the environment, views, wildlife, water and air quality. We should not be designing experiences that are dictated by transportation. Transportation is a tool that will help or hurt those values. I am entirely disheartened by this effort and hope none of these alternatives are put into place. As a tax payer, resident and lover of LCC, I do not support the expansion of roads proposed here.</p>	Erica Allmen	Website
5943	Hello,	Grant Kates	Website
5944	I am against the gondola proposition due to the fact that it will alter the mountains forever and prevent use of certain areas. Not to mention it will be a huge blemish on what is such a beautiful area. There are only about 10-12 really bad congested days that cause worry to make a change as drastic as this. There has to be another alternative to the gondola that is in the best interest of the people and the environment.	John Davis	Website
5945	All these proposals require lane widening or significant development in the sensitive canyons which will kill the resource that has made them so popular. Please prioritize tolling and increased bussing without lane widening. Prioritize using private office parking garages near the base of the canyons that sit mostly empty on the weekends.	Charles Von Stade	Website
5946	Do the big gondola proposed from la Caille	Joe Bateman	Website
5947	I use little cottonwood canyon, 60-70 times a year. The reason I come up there is to escape and snowboard ; building a gondola would spoil this area. For most of the snow season, I use the bus. I would like to see more buses, including in the off season of spring and summer. While the avalanche sheds sound like a good idea, I worry about how big they have to be as well as the problem of them getting filled and shutting down the road for days/weeks. We should be trying to add more buses with a frequency of every 5 minutes to see if it reduces traffic in the canyon. Tolling and charging for parking would be another way to reduce traffic and push vehicle occupancy up. Those should be considered BEFORE widening the road and building avalanche sheds. Giving buses priority on road closures would certainly get more people into buses, especially if the buses were free. Please consider adding more buses, including in the spring and summer for year round public transportation service in the canyons.	Shannon Espin	Website
5948	I would prefer enhanced bussing with more and improved park and lots lots in the valley. A gondola would only benefit the ski resorts and doesn't adress the the other uses people use the canyon for year round.	Rachelle Hille	Website
5949	Do not expand Wasatch Blvd. expanding will ruin this beautiful neighborhood I have lived in for 25 years. All political decisions are made from money but for once think of peoples lives. Do not expand!	Tim Jones	Website
5950	<p>I would like to voice my support for the Enhanced Bus/No Additional Roadway Capacity in Little Cottonwood Canyon. I understand the dire need to solve the traffic solution, but I strongly disagree with altering the landscape of the entire canyon just to cater to skiers for Alta and Snowbird. As someone who recreates commonly in the lower canyon (for climbing and hiking), the roadway widening would create havoc on popular and historic climbing and bouldering areas. The gondola option would cause less damage but would be a massive eyesore on what is one of the most beautiful canyons in the world. A hiker atop the LCC ridge line shouldn't have to look down on a gondola making it's way up the entire canyon, turning pristine nature into one giant ski resort.</p> <p>Aside from voting for the enhanced bus/no roadway widening, I think that a payment toll should be introduced in the canyon. I know this has been discussed in the past, but having to pay to enter would deter people from driving alone in their cars and would encourage carpooling. Thank you for hearing my comments and I look forward to hearing your solution, and hope that you consider the long-term impact of our backyard.</p>	Paul Mathews	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5951	<p>I wish to address the issue of how climate change will affect our ski industry. You cite a study in which the authors found that future snowpack would build up enough to support skiing 1 to 2 weeks later and snow could begin to melt at the base of the resorts 1 to 2 weeks earlier. Thanksgiving skiing would be gone and mid-winter snow depths could be 40% less than what has occurred historically. So by 2050, if the number of skiing visits would be similar or increased with population growth, they will all be jammed into the shorter ski season.</p> <p>The ski basins in the Park City are about 7,000 feet above sea level and, because of climate change, some local officials have wondered about the city's future prospects for hosting Winter Olympics without proper snow for Nordic events.</p> <p>As reported on NOAA's Climate.Gov, a hydrologist with the National Weather Service Forecast Office in Salt Lake City states that "the fraction of precipitation that used to be totally snow is changing to rain." NOAA data indicates that the snow-to-ratio has moved toward rainfall between 1949 and 2016 and the situation will evolve to just rainfall in 2100. The upper elevations of the Uinta Mountains may have snow, but the Wasatch Mountains will be snow free. In the meantime, I can envision where there would be times with snow in the mountains and rain at the mobility hub and I would be riding a gondola from the valley floor to the top of the lift while soaking wet from rain. Also, a gondola would permanently wreck the scenery of the Canyon on a year-round basis pretending to be a Disney attraction.</p> <p>The traffic problem is not full-time. It's only a part-time problem for commercial interests up the canyon. You have not included alternatives that offer flexibility and consideration of canyon users who do not (or cannot afford to) use resorts.</p> <p>Funding buses is a smart idea — UTA can be the fix, and an inexpensive and immediate solution, at that. It's also a sustainable investment, whereas pouring more asphalt and erecting cables up the canyon will only lead to more asphalt & contraptions in the long run.</p> <p>Your three alternatives are an overpriced subsidy to a private industry that is financially threatened not only by yearly seasonal snow pack but also by climate change. Carefully evaluate why you would want to monetarily reward special interests who are unable to accept limitations because of broader public human needs for clean water quality, shared wildlife habitat, and simple passive experiences with nature.</p>	Cheri Condie	Website
5952	I support the gondola option and request consideration be given to make the base at the private La Caille lands.	Paul Mathews	Website
5953	I think these alternatives need further consideration that take into account a much greater geographic scope. The problem doesn't begin with the mouth of LCC, it begins in neighborhoods with poor access to transit. Many of the alternatives don't consider backcountry users and are focused on road expansion, which only leads to induced demand and more congestion. I think a toll with equity concerns factored in should be considered, with an alternative free bus system to get people out of cars. None of these options solve the problem.	Nate Blouin	Website
5954	The gondola is the best option. Every other option still doesn't stop the amount of cars going up the canyon, and that is the problem. The solution should be focused on reducing how many cars drive up and impact the environment, not to increase the amount of people are getting up the canyon.	daniel demschar	Website
5955	I do not want a gondola or road widening in the canyon	Dana Strumbly	Website
5956	I support the "Enhanced Bus" option. The two other options have significant adverse impacts to the canyon, in particular resources in the lower part of the canyon. These two alternatives will also adversely affect access for dispersed users in the lower canyon, including hikers and technical rock climbers. As the current traffic problem is primarily associated with weekend ski resort traffic, it would be advisable to consider instituting parking restrictions at the resort on these days. E.g., limit parking to employee pass holders and a set number of prepaid visitors in order to redirect users to enhanced bus service. This seems more of a management problem than an infrastructure problem.	Robert Price	Website
5957	<p>The transportation decisions in Little Cottonwood Canyon are very import to ur family. We own property at the mouth of LCC (4118 Little Cottonwood Canyon Rd) that we are about to break ground on for our permanent home. This is 4 properties from the current park-n-ride lot. As climbers, backcountry skiers, and mountain runners, we deeply value and appreciate the natural resources of Little Cottonwood Canyon and look forward to living right in it.</p> <p>We are not interested in any alternative that involves a widening of the road. I believe any expansion of the road would only cater to increased motor-vehicle use in future decades and generations. The road is already a valuable artery for dispersed canyon recreation (hiking, climbing, running, mountain biking, etc.), and currently the only method for full canyon travel to Snowbird/Alta.</p> <p>I strongly support the Gondola alternative, as long dispersed canyon recreation access was still permitted via the road. I think the alternative requires the development of strong access definitions (ie. 8a-3p road only open to vehicles above White Pine for those lodging or residing in the canyon, 24/7 road open to private vehicles below White Pine for dispersed recreation, 8a-3p gondola open for travel above White Pine). I believe the gondola sets the best precedent for the future in protecting the natural beauty and resources of LCC. I believe this alternative would make LCC a unique place to experience, like the car free villages/canyons in Switzerland (Zermatt, Saas-Fee, Bettmeralp, Wengen, and Murren).</p> <p>I do think that Alta and Snowbird should directly bear some of the cost of any transportation alternative, as they will be primary benefactors of any solution.</p>	Brennan Crellin	Website
5958	Enhanced parking options, followed by more buses seems to be the best alternative. As someone who just moved to Utah I don't want to see one of my favorite parts of the Wasatch to be turned into a construction zone for who knows how long. This place is beautiful and theres a lot of people that want to use it, but UDOT owes it to the people of this state, who pay taxes, to not ruin the natural beautiful and essence of a place like Little Cottonwood Canyon. Imagine the NPS putting a gondola through the middle of the valley because it was a quick and easy instead of taking the time to figure out the right way to fix these issues.	Ian Dzilenski	Website
5959	Alt 1 more buses no road widening	RyLee Bradley	Website
5960	I live in Salt Lake City and snowboard on the weekends mainly at Brighton and Snowbird. The canyon traffic is horrible and the pollution is worsening. I waited in 3-4 hours of traffic to get from Salt Lake to Brighton this winter. I think the best solution is building a gondola. The gondola is more environmentally friendly and tourists will enjoy the scenic ride. Please do something to fight the congestion in our canyons!	Gretchen Quinlan	Website
5961	Gondola 100%	Christina Cummings	Website
5962	I believe a gondola would forever change the face of little cottonwood forever. It is the gateway to over developing the Wasatch.	Emily Draper	Website
5963	All of these options are based purely on getting people to the two private ski resorts. While I understand that this is the majority of canyon users in the winter months, you are neglecting to the see the hikers, backcountry skiers, and climbers. There definitely needs to be more options for us to park and use the rest of the canyon all year.	Nash Mader	Website
5964	Gondola 100%	Eliza Shaw	Website
5965	We don't need it, carpool, bus, repeat.	Jackson Boss	Website
5966	Additional bus service seems like the best option. This would ensure continued integrity and crowd management of Alta/Snowbird, and maintain the premise upon which these pristine resorts were built. Traffic serves as a deterrent to those not fully committed to the sport, and looking for a more generic experience. Traffic would continue to serve as such if additional bus lanes and gondola construction continues to be avoided in Little Cottonwood Canyon. While potential profitability aspects are important, the resorts have always been particularly unique, and as such remains appealing to skiers far and wide that are truly passionate about the sport. Alta/Snowbird should aspire to continually remain unique, and additional buses would align with this strategic vision.	Janet Fugarazzo	Website
5967	I have read the entire EIS report and definitely feel the gondola is the way to go. The first road option really doesn't solve the problem. The second one ruins the esthetics, solves only 3 out of 64 avalanche paths, has a bigger environmental impact, and there would still be busses getting stuck – for more money than a gondola. Snowbird supports the gondola idea too, and offered 1000 acres on the North side of LCC road as a conservation easement if that option is chosen. I totally agree that the LaCaille solution is necessary to support people coming from Sandy and areas South so they don't have to go all the way up to the gravel pit at BCC. Additionally, as an avid backcountry skier, I would love to see the angle station at Tanner flats allow loading and unloading to open up access for these activities. This stop would provide access to both Red Pine and white pine areas and also provide an opportunity for an additional source of revenue to the Gondola project.	John Henry	Website
5968	Gondola 100%	Frank Shaw	Website
5969	NO GONDOLA PLEASE!! ITS NOT THE RIGHT MOVE TO SAVE AND PRESERVE OUR WILD NATURAL CANYON. DONT TURN IT INTO AN AMUSEMENT PARK!	Cole Addison	Website
5970	We cant even get a bike lane or new trails on the canyon but we can subsidize a gondola to for private ski resorts that dont even pay market value for the land they lease from the National Forest. We are willing to put in a gondola with over a hundred towers that only stops at ski resorts without stops at trailheads thus having a road with traffic and a gondola on the canyon. Where is the solution with that. At least make the canyon car free like europe does. Also why the rush to opt for a gondola without at least trying to toll the road or increase bus transportation that doesnt impact the canyon forever. It just sucks as a resident of Cottonwood Heights to see the total lack of respect or consideration of the community that deals with ski resort transportation decisions. Worst of all this gondola is servicing a resort that discriminates against snowboarding and we are subsidizing their private country club. No gondola!!!	Forrest Gladding	Website
5971	None of the plans presented address impacts upon recreation year round in LCC, especially climbing access. Also, preserving the fragile alpine environments is in the best interest of all users as the water quality and environment in the mountains above directly impacts the valley below in the water supply. No gondolas, please.	Susan Sims	Website
5972	I submitted this electronically, but in case it helps her is the letter in word format. Thanks.	Del Draper	Email
5973	<p>Hello,</p> <p>My name is Kristin Gavin and I live in Salt Lake City and am an avid user of LCC--both in the winter and the summer. I appreciate the effort of UDOT to address the transportation issues up the canyon; however, I have serious concerns that the proposed options are not taking into account the numerous other user groups that reside in the canyon and only focus on private ski resorts. If taxpayer dollars are going to be used to pay for these changes, than I would hope that we consider the impact on other access areas of the canyon--specifically the climbing areas. Option 2 would directly affect the current climbing zones up the canyon. The Salt Lake Climbers Association has spent years contributing to the cleanliness, care and trail systems of these climbing areas and the canyon as a whole and have definitely earned a right to have a say in this decision. While I would currently vote for Option1, I don't feel strongly that this option would provide lasting change that we're looking for.</p> <p>I hope the conversation can continue until we find the right solution that addresses all user groups year round.</p> <p>Thank you, Kristin Gavin</p>	Kristin Gavin	Email
5974	Please do not put a gondola or a third-lane in LCC. Widening the road will alter the hydrological and geomorphological aspects of our watershed and landscapes. Increase, light, noise, and air pollution. Please keep our canyons pristine and reduce traffic by means of tolling and permitting.	Ronnie Button	Website
5975	I strongly support option 3 the gondola. It is clear to me that the gondola is a Very good long term solution to a critical problem. Snow sheds and widening the road are Short term and inadequate solutions and will only have a negative impact on the environment. I urge the commission to make a decision in favor of a gondola. Sincerely, Sarah Tresfort	Sarah Tresfort	Website
5976	<p>I am very much opposed to the building of gondola in either canyon. Reading through the proposal it strikes me how terribly resource heavy that solution would be. I am much more interested in building overpasses where avalanches are frequent and increasing bus services (from town, and not just from the base of the canyons). Not having to change three buses would certainly be a huge incentive to riding as opposed to driving. Buying the mine and building a hub is another move that would have multitude of positive environmental impacts. Gondola has none other than a mild convenience for a resource rich population. Please treat all of our community with respect.</p> <p>To sum it up: No to gondola!</p> <p>Best, Emina</p>	Emina Alibegovic	Website
5977	<p>Good morning. I write in support of the gondola proposal with the caveat that the stakeholders in the Canyon, Snowbird and Alta, need to help finance this project. Both resorts have accelerated traffic problems by choosing to join a multi-mountain pass program that has increased skier/riders numbers in the Canyon. If both wish to continue with that program than they need to pay for the impacts they create.</p> <p>Thanks,</p>	Michael Stahler	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
5978	I vote to add a gondola to the valley in order to prevent more pollution in our city and make it much less congested!	Adam Saucedo	Website
5979	I vote for a gondola! As a long time (1985) user of the recreational opportunities in Little Cottonwood, primarily hiking, climbing and skiing, I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing especially ice climbing and winter rock climbing. Thanks!	Brian Cabe	Website
5980	I would like to note that I support the Gondola with Mobility Hub. However, during construction, you must be very mindful of the impact that this construction will have on the local ecosystem. The Salt Lake Valley receives the vast majority of drinking water from snowmelt in the canyons, and any damage to the watershed for the sake of the ski industry will not be tolerated. I like this option because it gets cars off the road, also single-occupancy vehicles. Just proceed with caution.	Hunter Tuesday-Heathfield	Website
5981	I am for the Enhanced Bus Service Alternative, I am also for a canyon toll to incentivize personal drivers to use the bus system and to help fund the additional vehicles and maintenance.	Patrick Moore	Website
5982	No gondola, no extra lanes unless for buses in winter and bike lanes in summer. Yes to increased bus service. I still think tolling and paid parking are the best solutions to winter congestion.	Shaun Jacobsen	Website
5983	I use both Canyons in winter and summer. The plan for a Gondola is not feasible in Utah. I am from Europe and familiar with Gondolas. A Gondola with parking at the mouth of the Canyon does not take away the issue of traffic on Wasatch. There is also the length of time it would take to load. If everyone appeared at the same time there would be chaos. There are plenty of parking lots that are empty, especially on the weekend, around business hubs in Salt Lake County. It would be a service to businesses to identify parking hubs around the city where bus availability is frequent. This would take cars away from Wasatch and the mouth of the Canyon. Clean energy efficient buses that run on a regular rotating schedule to a bus depot at the mouth of the Canyon where there already is a parking lot is one solution. Transfers can then be made to Alta or Snowbird. This would take cars away from Wasatch and deliver skiers or hikers to their respective destination with little stress. Skiing bus hubs could take on a more winter recreation approach with restaurants available. The shopping center in Quarry Bend would make a perfect hub.	Janet Wade	Website
5984	The gondola has my vote with Alternatives 2, 3A, or 4A as well.	JASON HOLT	Website
5985	Enhanced bus with no additional roadway capacity seems to make the most sense to the most user groups. I do not support the Gondola and do not believe that it would bring a positive change for SLC, the community, and the canyons.	Joseph Jarrell	Website
5986	We vote for bus enhancement without additional lanes on Wasatch. Also, we like the snowshed construction with road realignment. What are you going to do to quickly remove gondola riders in a lightning storm or equipment breakdown? I would not like to ride the gondola or bus with my wife and several young kids and all the needed equipment and clothing. Buses need to add a way to carry skis/boards on the outside. Please do not ever allow Park City people to come to the Cottonwood Canyons via a short-cut road/tunnel/gondola; it would quickly add too much more congestion on the slopes.	Ron Helen Roberts	Website
5987	I have been a snowbird passholder for over 10 years and snowboard over 100 days a season. I believe improved bus service with CNG buses and better park and ride combined with more parking that gives best spots to 3 person+ carpools solves the problems far better than a massively expensive and environmentally damaging gondola in the water and viewshed. As we know, weather can impact trams and gondolas. Fix the current model as the upper canyon resorts can only handle so many people at once anyway. We were near a max last season in terms of reasonable user level.	Robert Macfarlane	Website
5988	I support the gondola plus La Caille Base Station.	Val Oveson	Website
5989	The best choice is the ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LANE) in LCC. The bus has to go faster than private cars. Its the only way people is going to stop driving their own cars up the canyon.	Joaquin Fischer	Website
5990	NO GONDOLA NO ONE WASATCH OR CONNECTING OF ANYMORE SKI RESORTS KEEP OUR BACKCOUNTRY FOR THE FUTURE GENERATIONS! WE NEED ELECTRIC BUSES OR NATURAL GAS HYBRID ELECTRIC BUSES MORE BUSES PER SINGLE STOP TIME FOR BOTH BIG AND LITTLE COTTONWOOD WE NEED TO ADDRESS BOTH CANYONS AT THE SAME TIME OR WE WILL ALL BE IN THE SAME MESS COME NEXT FALL DO YOUR PART AS COUNCIL AND COMMUNITY LEADERS TO MAKE THE RIGHT DECISION FOR THE PEOPLE AND NOT THE CORPORATE INTRESTS!	Zack Mortensen	Website
5991	I think the gondola option with the La Caille base is the best option. It is a one-seat ride up the canyon, no need to transfer. The existing gondola proposal is useless without sufficient parking at the base. Any bus option is a waste of money because no one likes busses and they're therefore underutilized and unused.	Michael G	Website
5992	Hello, I am in support of enhanced bussing and add my support to this plan. I favor this alternative over road widening and the gondola as it has the smallest environmental impact and an already strained canyon. Additionally, I believe this plan reduces the possibility of interconnect and development of prized backcountry areas by ski resorts. One main concern I have with bussing is setting up sufficient parking space to support the amount of bussing traffic. Currently the Wasatch lot fills up on a good powder day by 8:30 at the absolute latest. More infrastructure is likely needed to support enhanced bussing. Unfortunately I do not believe people will bus from centers near their home, but will still look to congregate near the mouth of the canyon. One last thought I have is adding tolls during peak hours to help fund the bussing system as well as discourage cars from driving up and overcrowding little cottonwood. Thank you for your work and taking the time to hear my thoughts! Cheers, Taylor Meadows	Taylor Meadows	Website
5993	I reviewed the plans for adding lanes to Wasatch Blvd from the mouth of Big Cottonwood Canyon heading toward Little Cottonwood. I do not approve of either plan of the two. It appears to widen Wasatch Blvd until it nears Giverny Development when it returns to a 2 lane road. It also widens Little Cottonwood Canyon Rd until just south of the split. Neither of these plans will help with commuters who are year round. It would only assist (somewhat) with ski traffic who travel these roads from Nov/Dec until March. All of this road work and change for a 4 month period of time? This makes no sense. I live near that split when Little Cottonwood splits from Wasatch. These plans would only increase air pollution and noise pollution near my residence. I believe other plans need to be investigated. Thank you.	Diane Forster-Burke	Website
5994	Just enhance the buss system please. A gondola would be slow, prone to malfunction, and a terrible eyesore. Thanks	Jason Taylor	Website
5995	All these options are crap and don't take into consideration climbing/biking/hiking and should be suspended until better alternative o options could be explored to take other outdoor communities into account. And for the love of God don't put in a gondola. I've never skied snowbird or Alta and don't plan on it, but this restricts my access to grizzly gulch and other Backcountry skiing areas.	Bryce Klinger	Website
5996	I support the enhanced bus option WITHOUT road widening. The road widening and the gondola options would be detrimental to the natural landscape in little cottonwood canyon. It is not just a road for skiers to get to/from the resorts; the road and the land surrounding it is utilized by many different user groups. It would negatively affect everyone from the residents to the day hikers to the climbers to the backcountry skiers that utilize that canyon. The road problem is not a taxpayer problem, it is a ski resort problem, and the impetus needs to be on them to come up with an environmentally friendly solution funded with their money, not tax dollars. Alta and Snowbird could invest in parking structures in the Valley and provide shuttle services to and from their resorts. They could charge for parking permits at the resorts or offer free parking to those who carpool to incentivise less traffic on the roads.	HALEY DAHLE	Website
5997	The traffic up the canyon is a problem, and I appreciate the effort that UDOT has put into solving it, but none of the options presented are feasible without severe negative effects. If UDOT must do something, a few other options to consider. 1. Charge a day use fee for any vehicle entering the canyon, excluding residents, employees that work in the canyon, and people that are carpooling. That would dramatically cut down on traffic. 2. Consider one way traffic using both lanes for certain hours of the day when traffic is heavy. IE, only upward traffic from 6-8 AM and downhill traffic from 4-6 PM. Thank you for your time and consideration.	Kathryn Fitzgerald	Website
5998	I prefer the aqua bus enhancement option as solving the most problems for the greatest number in of people. Thank you for the very clear chart. To Whom it may concern, First, the lack of identifying a carrying capacity is a serious flaw in the 'purpose and need' component of the EIS. An 'unlimited' capacity would therefore appear to be the desired outcome without ascertaining this value. This is harmful to our watershed and environment long term. Please reconsider. The gondola is a poor choice because it will not improve flow due to the subsequent attraction of visitation being offset by any efficiency. In short, more people will arrive for the amusement park atmosphere, and more congestion will ensue. It is also too environmentally impactful overall on the ecosystem. It does little for non-resort patrons, and will not run 24/7 to help with emergency egress. Besides, the worry of emergency egress is over blown, and primarily a tactic for economic gain of a few well positioned entities. Widening of the road has similar negative impacts on the environment, and never gets to the root of the problem - build it and more people will cluster into the canyon with no net improvement in function after a short time. I favor more busses and NO road widening. An electronic toll at the canyon entrance, coordinated with traffic flow in Big Cottonwood Canyon (and a toll for that canyon as well), would be the best option amongst the choices. The toll could help pay for more busses, valley parking, and road maintenance. Resorts operating in a environmentally sensitive watershed should realize they have intrinsic limitations on their business model, and should respect their chosen circumstance, instead of continuously trying to change the rules that govern their location. Watershed values need to be the priority, not private equity. Thank you.	George Vargyas	Website
5999	Please accept the attached letter as public comment from Cottonwood Heights for the EIS Draft Alternatives. Thank you, Mike Johnson Community & Economic Development Director Cottonwood Heights	Mike Johnson	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6000	Our canyons need to be preserved as much as they can be while accommodating for their growing popularity. Enhanced bus systems with a dedicated shoulder and a gondola would severely impact the already greatly impacted natural environment, they are unnecessary and would leave permanent detrimental consequences, more people from both the local areas and out of state would be invited to frequent the canyons if these options were pursued, consequently creating more traffic in the canyons, further destroying the natural beauty of the original Goshute, Ute and Eastern Shoshone lands. We need to be preserving these lands to the best of our ability, and not destroy them further, this is why I and many others I know, support solely an enhanced bus system, which will help reduce traffic congestion at the same time as conserving and preserving these natural lands.	Melissa Koch	Website
6001	I worry that a gondola will disrupt the natural beauty of the cottonwood canyons. I grew up frequenting the canyons in all seasons, and while the congestion and parking is definitely a problem, we need to find a way to solve it that does not involve destruction of natural areas.	Mimi Andrews	Website
6002	I care less about which option happens, and more about the fact that Alta and Snowbird are not covering these costs. Taxpayers should not be funding these as their direct purpose is bussing more tourists to spend money at those two private businesses.	Simon Fraser	Website
6003	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on disperse recreation in the canyon. I do not support the destruction of wildlife for tourism. To Whom It May Concern,	Reise Rasmussen	Website
6004	Attached is my letter of support for the gondola option at La Caille station in Little Cottonwood Canyon. Thank you, Deidre Henderson Utah State Senator District 7	Deirdre Henderson	Email
6005	I think they should cancel the ikon pass in the canyon and see if that works first. Due to covid we should not be encouraging people to come here from out of town to further spread the disease here. Maybe with no ikon we wouldn't even need to be exploring these other options. Too bad greed outweighs customer satisfaction. I've lived here my whole life and I feel like I'm getting ran out by out of towners. No ikon, no other options needed.	Mark Edlund	Website
6006	I support the enhanced bus option. It has the least environmental impact	Lee Rasmuson	Website
6007	GONDOLA WITH BUS FROM MOBILITY HUB NO ADDITIONAL ROADWAY CAPACITY IN LCC	Brian Stillman	Website
6008	Make sure we have access to all the beautiful hiking trails.	Brittany Hawkins	Website
6009	Please don't take the gondola option. These spaces need to remain in their natural state as much as possible.	Dan Moseson	Website
6010	Better bus service is the best solution. I used to take the bus from 3900 until the schedule changed. The 6200 lot was often full of people. This is clearly a solution that people would be willing and able to utilize. I met tourists who took the bus from downtown SLC, so it is a solution that can help businesses attract tourists. Better parking lots and better bus service would encourage people to take the bus. The bus should also be free from anywhere or perhaps free with a lift ticket purchase. A gondola would take forever, be expensive and might not accommodate back country skiers, sledgers, and snowshoes, who also deserve access. And there is no way the parking will work. The proposed mobility hub would hit traffic of people going up Big Cottonwood. Especially in the morning, everyone wants to go up around the same time. This also would benefit people north of the canyon, but what about all the people south and west? Buses allow parking to be more spread out around the Valley. Gondolas might seem cool because they're European, but buses would be better and cheaper.	Daji Landis	Website
6011	My support is with the enhanced bus and roadway extension.	Terry Huff	Website
6012	Without going into the past and what has put us in this position I think the enhanced bus service with road widening is the best option. The LCC road situation is what this is all about—snow sheds in the right places will change the game on snow days (prevent the madhouse at the bottom waiting for the road to open), and the extra lane flowing with traffic will be a remedy for big-crowd-clog-the-road days both heading up and coming down. Theoretically. When putting in that extra lane in LCC make room for an eventual train line that will not be an eye sore like a gondola and will provide opportunity down the road to evolve into better improvements in the future. Make room for it now so when it comes time to restrict the impact of vehicles and go a la Zermatt it doesn't become a go back to square one project. Make the room under the snow sheds for the eventuality of a train in a way so the snow sheds don't have to be reconfigured. I think looking forward to the next part of this is the only way to do it - this is all so woefully late and the longer it goes on the worse it is expense wise and impact wise. Since we are stuck playing catch up now let's try and be more prepared for what's coming.	Lee Cohen	Email
6013	Another issue all together, related more to the ski areas and the skier experience, not UDOT lift lines now are a function of parking. Since I ski most at Alta I'll use Alta as an example here. On big crowd days Alta has a clog early but lift lines almost always thin out after a two or three laps - it's because lift lines are a function of parking - the amount of cars parking is the main factor, and the way it is set up now it works like that. If there is more parking there will be more people. If off site parking becomes a factor it could get way more crowded. One thing will never change - a huge part of the quality of the ski experience is directly related to the amount of people skiing on the hill.	Sally Kaiser	Website
6014	None of these alternatives are good. Back to the drawing board.		
6015	I support the bus with road widening option, but the extra lanes should be limited to buses only in winter and to bikes/peds only in summer. We should not allow cars to access the widened lanes. We should be reducing the number of cars traveling in the canyon and increase the public transportation options.	Bridget Koza	Website
6016	I support the enhanced bus alternative without widening the roads As a Salt Lake City resident and frequenter of our local canyons and ski resorts, I am strongly in favor of simply adding more buses without any road widening in Little Cottonwood Canyon. Thousands upon thousands of people love LCC -- and it's OUR responsibility to take care of it. Rather than harm the canyon, add more infrastructure and development, and take away from the beauty of the canyon itself, we as humans should be the ones changing our behavior. We are the ones that should be adjusting the way we approach recreation, making small sacrifices and slightly inconveniencing ourselves. Taking a bus up LCC should be the norm. We should not put the burden onto the canyon itself. A gondola is a terrible thing to add to this beautiful canyon and will take so much away from the beauty the canyon offers us. Widening the road will do the same. Please, leave LCC alone and start a campaign to normalize bus riding. Use the methods of Social and Behavior Change Communication to get more locals and tourists to see riding the bus as part of the experience. If we can shift the way we view buses--and yes, if we can make it easier for us all to hop on a bus--that can do SO MUCH more than tearing up the canyon for more development.	Christopher Draper	Website
6017	I would like to build on my previous comment for support of the gondola, by further stating that I support the La Caille base station option.	Otto Lang	Website
6018	I support the gondola and La Caille base station option.	Peyton Valko	Website
6019	As a resident of Cottonwood Heights, I am deeply concerned with the proposed options that UDOT has for the Cottonwood Canyons, and ESPECIALLY Wasatch boulevard. I am sending formal comments on behalf of residents of the household (8822 S Blue Jay Ln, Cottonwood Heights, UT 84121) that we are all against all three proposals, specifically because each proposal requires widening of Wasatch Blvd. We do not believe widening Wasatch Blvd is an acceptable solution. We are for increased public transit options, including dedicated bus service and more transportation hubs with ample parking to access buses and carpool solutions. In the reading of each of the plans, each plan essentially includes a two component solution: Increase public transit options Infrastructure improvements to increase throughput. NOTE: All of the plans call for a widening of Wasatch as part of that, but this only serves to cause further congestion and problems in the neighborhood. Broadly I agree that some form of viable and reasonable public transportation solution must be part of the solution. However, in my own attempts to use public transportation to access the canyons, I found it difficult even with the free bus pass I receive with my ski pass. For example the bus was frequently late, there appear to be less bus stops as of 2019 than in previous years (elimination of the stop at the mouth of LCC). As a resident, it simply does not seem viable to use the public transportation available today in large part because it's inconvenient. Additionally, families are the LEAST likely constituent to use the current alternatives simply because they aren't family friendly. It's not clear to me that any of the plans under review today address this issue, despite their modest goals of a 30% increase in ridership.	Christopher Mahoney	Website
6020	Each of the three proposals include plans to essentially INCREASE the throughput of traffic on Wasatch Blvd, but UDOT has stated that the goal is to reduce the traffic by offering public transportation alternatives. Increasing the throughput on Wasatch blvd will only invite more people to drive their own cars versus take some form of public transportation, especially those underserved families with children. My concern is the widening of Wasatch will only invite more cars to travel up the canyons, and cause more issues in winter and in summer. I personally cannot see how drastic proposals such as a gondola (which only serves one canyon, and has numerous externalities associated, such as parking for example) or widening Wasatch are an adequate solution. These plans are incredibly costly and contain externalities that are being glossed over (impact of a wider Wasatch blvd. to property values and quality of life in Cottonwood Heights for example). The traffic issue in Little Cottonwood canyon exists in the broader context of the Salt Lake Valley mobility issues. NONE of the proposals talk about how they fit into a broader plan to increase mobility in the valley with public transportation (likely why people view these plans as self-serving for the resorts). These proposed "fixes" will only create more issues that will need to be mitigated and managed in the future. I sincerely hope that representatives from UDOT, Cottonwood Heights, and the surrounding areas take a moment to reconsider these issues and the proposed options before bringing any of them, or any alternative proposals forward. These are not solutions. They are single-focus, ill-conceived notions that place an unwanted and significant burden on the communities they are seeking to serve without solving the problems that they intend to solve.	Paula Despain	Website
6021	I supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on disperse recreation in the canyon. Please don't ruin the canyon for non ski resort recreationists. The widened road and gondola only seem to benefit the businesses in the canyon and not those bikers, skiers and climbers that also use the canyon. Please consider the enhanced bus plan without widening the roads.	Matt Jones	Website
6022	I prefer the gondola. The t-intersection at Wasatch needed to be looked at further. Please consider a protected style intersection to safely accommodate the people riding bikes in this area. By having a properly designed intersection, you will remove the amount of conflicts between different users, and make it safer for everyone. Safety for everyone needs to be your priority. People on bikes, in vehicles, and on foot will be there whether you provide a safe space for them or not. Just spending 10 minutes looking at this intersection, there is some obvious changes that can be made easily.	Blair Tomten	Website
6023	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on disperse recreation in the canyon.	Jean Rasmussen	Website
6024	I supports the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on disperse recreation in the canyon.	Emily Rasmussen	Website
6025	No Gondola To Whom It May Concern,	Meggan Rasmussen	Website
6026	Please see the attached letter from Derek Miller, President & CEO of the Salt Lake Chamber. Please let me know if you have any questions or concerns. Thank you!	Derek Miller	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6027	<p>I am submitting this official comment on behalf of Wasatch Backcountry Alliance and the thousands of members who we represent.</p> <p>In our comment regarding the original EIS Scope and Need process in May 2018, Wasatch Backcountry Alliance's comment began with this statement: "Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210.</p> <p>WBA firmly believes that before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. WBA strongly encourages UDOT to work with other stakeholders, including the US Forest Service and Salt Lake County, to undertake a carrying capacity analysis and to make that part of the current EIS.</p> <p>With regards to the two options that use more buses (extended bus service and widening of the LCC road to accommodate yet-more buses), WBA continues to support the same concept that we stated in our May 2018 Scope and Need comment: "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." At this point in time, we do not think that Highway 210 should be widened to accommodate more vehicles, but that having dedicated times for buses and cars with 4 people (ie. 7-9am and 3-5pm) should be more thoroughly explored.</p> <p>The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:</p> <ul style="list-style-type: none"> > The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus. > There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter). > We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. Given that the least-expensive option will come at a cost of ~\$100 for every single Utahn, this is relevant). > There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS. > There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use. > There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling. > The EIS provides no rationale for UDOT's winnowing of 35 different options to these three. <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Brad Rutledge	Website
6028	<p>I support snow sheds and enhanced bus service WITH MANDATORY SKI AREA PARKING IN THE VALLEY. Improved Forest Service access/facilities/parking would be nice too.</p> <p>I recreate and work on the public land in Little Cottonwood Canyon so I will be directly affected by whatever ends up happening. Any solution that benefits the resorts at the expense of the tax-payer or does not address the needs of non-resort users should be taken off the table.</p> <p>Widening the road for anything other than public transit will only encourage more people to drive. An absurdly long gondola from the base of LCC to the ski resorts, with no stops at popular trailheads is a grave misuse of public funds and only opens the door to more ski area expansion, which we should all oppose. Driving to a transit center to get on a bus to ride to the gondola base station to take a gondola to one of two ski resorts is a ridiculous idea because nobody will ever do that.</p> <p>ALTA AND SNOWBIRD ARE THE PRIMARY DRIVERS OF CONGESTION IN LCC AND COTTONWOOD HEIGHTS. If the ski area profit centers at the top of the canyon insist on continuous growth, they should be heavily subsidizing whatever transportation solutions are necessary for that growth, not the tax-payer. While I'm not opposed to a toll at the base of the canyon to limit congestion and provide funds for PUBLIC ACCESS improvements, I find the idea of paying parking fees to a private entity so that I can access public lands morally and ethically reprehensible.</p> <p>We are long overdue for a solution. The growth along the Wasatch Front and Back requires that this solution be built for what the canyon will look like in 50 years, not for what it looks like today.</p> <p>Hello,</p> <p>As a resident of Cottonwood Heights, I am deeply concerned with the proposed options that UDOT has for the Cottonwood Canyons, and ESPECIALLY Wasatch boulevard. I am sending formal comments on behalf of residents of the household (8822 S Blue Jay Ln, Cottonwood Heights, UT 84121) that we are all against all three proposals, specifically because each proposal requires widening of Wasatch Blvd. We do not believe widening Wasatch Blvd is an acceptable solution. We are for increased public transit options, including dedicated bus service and more transportation hubs with ample parking to access buses and carpool solutions.</p> <p>In the reading of each of the plans, each plan essentially includes a two component solution:</p> <p>Increase public transit options</p> <p>Infrastructure improvements to increase throughput. NOTE: All of the plans call for a widening of Wasatch as part of that, but this only serves to cause further congestion and problems in the neighborhood.</p> <p>Broadly I agree that some form of viable and reasonable public transportation solution must be part of the solution. However, in my own attempts to use public transportation to access the canyons, I found it difficult even with the free bus pass I receive with my ski pass. For example the bus was frequently late, there appear to be less bus stops as of 2019 than in previous years (elimination of the stop at the mouth of LCC). As a resident, it simply does not seem viable to use the public transportation available today in large part because it's inconvenient. Any public transportation alternatives have to address convenience and ease of use (for example reducing or eliminating transfers, bus to gondola for example) and include consideration for the broader transportation and mobility issues that exist in the valley today. Additionally, families are the LEAST likely constituent to use the current alternatives simply because they aren't family friendly. It's not clear to me that any of the plans under review today address this issue, despite their modest goals of a 30% increase in ridership. The current transportation alternatives do not appear well thought out or considered.</p> <p>Each of the three proposals include plans to essentially INCREASE the throughput of traffic on Wasatch Blvd, but UDOT has stated that the goal is to reduce the traffic by offering public transportation alternatives. Increasing the throughput on Wasatch blvd will only invite more people to drive their own cars versus take some form of public transportation, especially those underserved families with children. My concern is the widening of Wasatch will only invite more cars to travel up the canyons, and cause more issues in winter and in summer.</p> <p>I personally cannot see how drastic proposals such as a gondola (which only serves one canyon, and has numerous externalities associated, such as parking for example) or widening Wasatch are an adequate solution. These plans are incredibly costly and contain externalities that are being glossed over (impact of a wider Wasatch blvd, to property values and quality of life in Cottonwood Heights for example). The traffic issue in Little Cottonwood canyon exists in the broader context of the Salt Lake Valley mobility issues, NONE of the proposals talk about how they fit into a broader plan to increase mobility in the valley with public transportation (likely why people view these plans as self-serving for the resorts). These proposed "fixes" will only create more issues that will need to be mitigated and managed in the future.</p> <p>I sincerely hope that representatives from UDOT, Cottonwood Heights, and the surrounding areas take a moment to reconsider these issues and the proposed options before bringing any of them, or any alternative proposals forward. These are not solutions. They are single-focus, ill-conceived notions that place an unwanted and significant burden on the communities they are seeking to serve without solving the problems that they intend to solve.</p> <p>Thank you</p> <p>Chris and Jessica</p>	Colby Stetson	Website
6029	<p>Hello,</p> <p>As a resident of Cottonwood Heights, I am deeply concerned with the proposed options that UDOT has for the Cottonwood Canyons, and ESPECIALLY Wasatch boulevard. I am sending formal comments on behalf of residents of the household (8822 S Blue Jay Ln, Cottonwood Heights, UT 84121) that we are all against all three proposals, specifically because each proposal requires widening of Wasatch Blvd. We do not believe widening Wasatch Blvd is an acceptable solution. We are for increased public transit options, including dedicated bus service and more transportation hubs with ample parking to access buses and carpool solutions.</p> <p>In the reading of each of the plans, each plan essentially includes a two component solution:</p> <p>Increase public transit options</p> <p>Infrastructure improvements to increase throughput. NOTE: All of the plans call for a widening of Wasatch as part of that, but this only serves to cause further congestion and problems in the neighborhood.</p> <p>Broadly I agree that some form of viable and reasonable public transportation solution must be part of the solution. However, in my own attempts to use public transportation to access the canyons, I found it difficult even with the free bus pass I receive with my ski pass. For example the bus was frequently late, there appear to be less bus stops as of 2019 than in previous years (elimination of the stop at the mouth of LCC). As a resident, it simply does not seem viable to use the public transportation available today in large part because it's inconvenient. Any public transportation alternatives have to address convenience and ease of use (for example reducing or eliminating transfers, bus to gondola for example) and include consideration for the broader transportation and mobility issues that exist in the valley today. Additionally, families are the LEAST likely constituent to use the current alternatives simply because they aren't family friendly. It's not clear to me that any of the plans under review today address this issue, despite their modest goals of a 30% increase in ridership. The current transportation alternatives do not appear well thought out or considered.</p> <p>Each of the three proposals include plans to essentially INCREASE the throughput of traffic on Wasatch Blvd, but UDOT has stated that the goal is to reduce the traffic by offering public transportation alternatives. Increasing the throughput on Wasatch blvd will only invite more people to drive their own cars versus take some form of public transportation, especially those underserved families with children. My concern is the widening of Wasatch will only invite more cars to travel up the canyons, and cause more issues in winter and in summer.</p> <p>I personally cannot see how drastic proposals such as a gondola (which only serves one canyon, and has numerous externalities associated, such as parking for example) or widening Wasatch are an adequate solution. These plans are incredibly costly and contain externalities that are being glossed over (impact of a wider Wasatch blvd, to property values and quality of life in Cottonwood Heights for example). The traffic issue in Little Cottonwood canyon exists in the broader context of the Salt Lake Valley mobility issues, NONE of the proposals talk about how they fit into a broader plan to increase mobility in the valley with public transportation (likely why people view these plans as self-serving for the resorts). These proposed "fixes" will only create more issues that will need to be mitigated and managed in the future.</p> <p>I sincerely hope that representatives from UDOT, Cottonwood Heights, and the surrounding areas take a moment to reconsider these issues and the proposed options before bringing any of them, or any alternative proposals forward. These are not solutions. They are single-focus, ill-conceived notions that place an unwanted and significant burden on the communities they are seeking to serve without solving the problems that they intend to solve.</p> <p>Thank you</p> <p>Chris and Jessica</p>	Chris Mahoney	Email
6030	<p>I support the gondola with the la caille base.</p>	Ezra Rosenfield	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6031	<p>Draft Alternatives and concerns:</p> <p>Gondola – against.</p> <ul style="list-style-type: none"> • It would totally disturb the natural beauty of LCC. • It would be dripping lubricants from all the towers (sheaves, just look on the snow under regular lift towers, VERY evident), each and every gondola (a 3S has two fixed cables that support and steady (against winds) the gondola) and the slack carriers have sheaves which drip lubricants. These lubricants will adversely affect water quality and this drinking water is VITAL for the Salt Lake Valley. • The towers will be an environmental hazard in their construction phase (vehicles, erosion, disturbing of soils over both access roads, any temporary or permanent bridges needed over LCC Creek for all towers on the South side. • The towers will also be a source of noise and visual pollution. • It also would NOT provide either extended hours or four-season benefits. • It also has both labor and operational expenses (especially power) during all hours of operation. These large O&M costs that would need to be shouldered by Utah taxpayers, for little benefit. • It also provides no benefits to any LCC users except ski areas, anathema to the majority of Utah residents who don't ski in LCC. • Since it is impossible to increase the throughput of a 3S gondola beyond its designed limit, it would also be a major expense for a permanent structure (destined to be a relic) that would only temporarily lessen traffic. • It would also lead to many more buses permanently traversing Wasatch Boulevard leading to an inevitable decrease in quality of life and property values for residents near that road. • The Gravel Pit Mobility Hub and "express" bus service to the gondola base station has MAJOR time estimate errors. UDOT assumed "articulated buses with a capacity of about 60 people per bus." Articulated buses do not have under-floor luggage storage bins like coach buses do. Where would 60 pairs of skis be stowed for the trip? How about 60-120 gear bags? They would either be all over the floor or occupying seats or both. What does this do to the time to load 60 people and all their gear? UDOT assumes 12 minutes from your car to being on the bus and ready for the bus to start moving. 12 minutes is hardly enough to find a parking space and get your gear out of your car (possibly out of a roof rack or aero-box). To say nothing of walking to the elevator (do you really think older folks or younger folks with lots of stuff or parents with kids and all that stuff will take the stairs?), waiting for the elevator, walking over to the counter, getting a ticket (if needed), then loading into a bus with gear all over the place, arguing with someone who put their gear on one of only seats left, trying to find seats together with your kids? Try at least 30 minutes, probably more like 45 minutes. Since the UDOT estimate of gondola travel time not including the bus portion is 51 minutes, this becomes 81-96 minutes. Since the UDOT estimate for traveling a personal vehicle up the canyon is 42 minutes you can see why this will NOT be utilized by many people at all, except by (economic?) force which is odious. <p>See below for its inadequacy in meeting the Utah Central Wasatch Commission's (CWC) Staff Recommended Mountain Transportation System (MTS) Attributes and Objectives.</p> <p>Enhanced Bus Service – against, especially the Snow Sheds (treated in a separate section since both Enhanced Bus Service alternatives include them). This applies to both "more buses" alternatives; with and without S.R. 210 widening.</p> <ul style="list-style-type: none"> • "More buses" has never worked long-range. As population and use increases, they become less and less effective. • Diesel buses are slow, noisy, odious, and very inefficient when not filled to capacity. Their fuel is not sustainable. Their particulate emissions are hydrophobic and cannot act as snowflake nuclei, possibly adversely affecting snowfall. They add to air pollution, not as much as the autos they replace, but they do add to air pollution. • They have major maintenance and fuel costs as well as replacement costs. • They are not attractive. Have you ever ridden a ski bus? I did it once, yes ONCE back 30+ years ago. I would not recommend it except to experience how obnoxious it is. • Two minutes to load a 60 passenger bus with all 60 people and all their ski gear?!? That is TOTALLY out of touch with reality. More like 30-45 minutes (see above). • Where do these articulated buses turn around? It's tough enough for regular coach buses to navigate in the ski area parking lots. If more cornering room is needed, that would eliminate more of the parking spaces leading to more roadside parking. • They are shut down during road closures and during avalanche control. • They would not provide either extended hours or four-season benefits. • No support to any LCC users except skiers, snowboarders, and some resort employees. Employees that need to be in before service starts or leave after service ends could not use the buses. <p>Snow Sheds – dead set against.</p> <ul style="list-style-type: none"> • Major environmental issues. Eliminate wildlife access to water (LCC Creek) for almost the entire length. Increased erosion. Drainage issues. • Ugly, destroys scenic viewing of the canyon year-round for very little benefit (a few days a year of closures). • Permanent damage to canyon. If a true solution is implemented the snow sheds will be an obsolete relic. • Major negative impact on climbing and hiking access. • Open-side columns are a safety hazard to vehicles and especially cyclists. I am a cyclist. The bike path outside the columns will almost never be used uphill and NEVER be used going downhill! Frequent concrete posts on one side, an unguarded drop-off on the other? After a VERY short time it will be coated with debris, sand and gravel, especially after a winter. How will it be cleaned well enough to be safe to ride on? How often? What about broken glass, thorns, blown debris? Going downhill!?! A death trap. What unthoughtful non-cyclist thought this up? Take that portion of the bike path out of the design. • The roadway shoulders under the show sheds will soon be littered with debris, especially towards the Jersey barrier protecting the columns from vehicles. No effective way to clean it. Cyclists will have to avoid it in order to avoid frequent flat tires and dangerous (or even deadly) falls. Is frequent street sweeping included in the O&M cost estimate? Not that I saw. • The 4' overhang puts all the eroded sediment, debris and water right onto the bike path. Idiotic. • Subject to landslide damage. • Subject to extended closures if (when) avalanches or mudslides or landslides get into it. I have heard of weeks long closures. Murphy's Law says "if anything can go wrong, it will, and at the worst possible time". I think Murphy was an optimist. • The earthen berm is idiotic and unrealistic in this scenario. To funnel an avalanche they need to be funnel shaped, so they cannot be vertical up the canyon wall or horizontal either. Imagine attempting to construct them on a steep, eroded hillside that is steep enough for avalanches. Impossible. They will be subjected to landslides, mudslides, and massive erosion. They would be a maintenance and environmental nightmare and enormous expense. Don't do them, we all will regret them! <p>S.R. 210 road widening – very much against.</p> <ul style="list-style-type: none"> • Will create very deep cuts into the hillside bank, creating erosion problems. • Deep hillside cuts will affect climbing access over very long stretches of road. • Deep hillside cuts will affect roadside climbing adversely. • Deep cut and wider road increases the volume of avalanche material to be cleared, increasing expense and/or time to clear. • Increases the scenic disruption greatly. • Encourages more cars instead of reducing the auto traffic. • Increases the impact on Little Cottonwood Creek as the road is already close to the creek in several places. • Would encourage higher three-season traffic speeds, endangering cyclists more. <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	David Stein	Website
6032	PLEASE choose Option 1. Should the taxpayers really be spending 100s of millions for access to two private businesses?	Zach Perzan	Website
6033	Loving the canyon to death. Question, if the purpose is to bring more people up the canyon, and that will ultimately result in more \$ for the resorts and to the State via Taxes, then, will those resorts be turning over their parking lots to the State as well? Or converting their no longer needed parking lots to more hotels, thus resulting in even more traffic and causing a vicious circle. Follow the consequences before deciding.	Sheila White	Website
6034	<p>Hi! As a year round lcc user, I'm happy this is being looked into.</p> <p>With the 3 options on the table. I prefer enhances bus service with no road widening or snow sheds. We also need year round service and stops for backcountry uses. This makes our canyons more accessible to everyone in the valley and not just those with a car.</p> <p>I do support a canyon toll.</p> <p>I like the mobility hub. But we need to have more mobility hubs. Maybe one from each city that goes directly to a canyon and reduces transfers for rider.</p>	Madelyn Corey	Website
6035	No gondola or new road	Will Saunders	Website
6036	I support the gondola proposal. It seems to be the most effective and safe alternative to car traffic without adding car pollution through buses.	Claire Tempest	Website
6037	NO GONDOLA!	Gabriela Trmal	Website
6038	Please find other alternatives that are not so extremely invasive. Installing a gondola will alter the entire ecosystem. That has exponential consequences that cannot be predicted or fixed. The canyons are not just for making money...some things need to be left alone.	Abby White	Website
6039	I would like to mirror the comments of the SLCA (Salt Lake Climbers Alliance) in support for the enhanced bus service alternative, with no roadway widening. All other alternatives do not take into consideration the multitude of other users within LCC, and serve only to support resort skiers. Furthermore, the gondola would be an inefficient use of resources that could only be taken advantage of during the winter peak usage, along with being an eyesore. Expanded roadway options need to evaluate the impact to climbing access (especially in the winter) along with the potential to disrupt current climbing destinations. Public funds ought to serve the public interest, not just the interests of the resorts.	Rollin Grimmert	Website
6040	I support the gondola alternative. I believe it will have less environmental impact in the construction and implementation phase. The gondola is a long-term solution, while the other options are helpful for flow/traffic they will only offer short-term support. That said, this entire EIS process is very short-sighted in that it is only doing an analysis for Little Cottonwood Canyon. For this EIS and mountain traffic planning to be successful and worthwhile, the EIS must be expanded to examine alternatives for both Big Cottonwood Canyon and Little Cottonwood Canyon. These canyons are connected in numerous ways and if we want to continue to have these Utah ski areas enjoyed by our local population and travelers far and wide (and reduce traffic and impacts to these 2 canyons)- we need a solid solution for both canyons and to include more of Wasatch drive. These 4 ski areas host national and international travelers (and the local community) and bring in important funds and business opportunities for Utah. If we want to be a world class ski and mountain destination, we should be looking at how Europe manages multiple areas with high densities of people/cars. That type of analysis necessitates having this EIS applied more broadly and include Big Cottonwood and the resorts in that area (Solitude and Brighton). Now is the time do this work... not after LCC work has begun.	Kate Novak	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6041	<p>Pretty much all of what I have been reading about this topic involves only how it affects the winter crowd. This is really small-minded. I know that of all of the use groups that occupy the canyons, resort skiers account for the great majority of the money that comes in. Money doesn't really matter to me, and it should not really be a primary consideration in making these decisions. The primary factors should be preservation of the natural resource that attracts so much attention and maintenance of the user experience.</p> <ul style="list-style-type: none"> - A gondola will inhabit the view of the canyons and permanently alter the aesthetic experience for everyone who goes into the canyon. - Gondolas and buses can both run on clean energy so as not to contribute to the already terrible air quality in the valley. - Widening the road places a clear priority on skiing at the resorts and ignores the value of the rest of the canyon. This will lead inevitably to an increase in attention to the resorts at the top and will result in increased bad traffic. More and larger roads has never been a logical, long term solution to traffic. <p>It may be that in the end a gondola will be needed. But even a fancy new gondola will not solve these problems without a corresponding change in behavior and attitude. This is happening slowly in Utah. To speed it up there needs to be better resources and facilities. Lockers or storage at logical places at the top and bottom of either bus or gondola lines are mandatory. If they are managed by the resorts, they will inevitably become a source of income (through fees or ad placement) for the company and a source of irritation for the users.</p> <p>The bus option without road widening is the only logical option. Widening the road does not work for the following reasons.</p> <ul style="list-style-type: none"> - The time saving is only enough during peak hours and the rest of the time the public transit will be empty. - If there is a car spin off then all bets are off. - As we have seen with the HOV lane, nobody respects the laws that keep people out. Not even the people that made the lanes. The lawmakers felt bad about being left out. So they made it so you can buy in. As long as this attitude persists change will be slow. <p>To conclude: Gondolas are a permanent negative change that is unnecessary and will not be used fully. Widening the road damages the canyon, focuses attention too much in one place and doesn't solve the problem without a corresponding behavior change. Buses and increased public facilities are the the best first step and may be all that is needed. Have the resorts charge for parking and watch the traffic drop off. If we switch to a gondola later, the buses can be used somewhere else.</p>	Andrew Jones	Website
6042	<p>I am in support of the Gondola plan that will minimize environmental impacts of cars as well as ease congestion and offer better opportunities for those without cars to access ski areas</p> <p>First, a big THANK YOU for assembling a really well organized and clear site to cover all this information! Well done.</p>	Christian Paget	Website
6043	<p>As a resident of the area for 30+ years, I have many thoughts that I'll just blast through here. Thanks in advance for your objective consideration.</p> <ul style="list-style-type: none"> - What would the operating hours be for the gondola? Would it be subject to road closures the same way vehicle traffic is? The implications are significant here. Moving the 'waiting game' from the Tram plaza to the mouth of the canyon is far from ideal and de-incentivizes using that transit option. It creates a net-zero outcome in terms of the ski experience, possibly even a losing one since the rush of people arriving at the same time gets larger. For this option to be a big win, it needs to enable early access or increase the time window for getting to the resorts. This spreads out the traffic load and reduces the max capacity requirement across a larger time window. - What about trailhead access with the Gondola option and the Tolling/Vehicle Management practices? White Pine is not shown as a gondola stop and is a significant target for many canyon users, including outside the operating hours of the resorts. - How much parking capacity would be at the gondola base? Much of this whole scheme is predicated on improving traffic conditions for the local residents. But, it appears that all options push users into the funnel at the Quarry or Highland hubs. In that case, anyone living in between those hubs and the canyon get penalized and actually have to drive AWAY from the canyon to enter the system. They suffer both timing and logistic complications that undermine the huge reason for living in Cottonwood Heights. This could also be perceived as a negative impact on real estate values (think Inverse Condemnation). The widening of Wasatch already has implications around this (unless the speed is reduced). Locals definitely do not want to be penalized for being... well, locals. - There needs to be more clarity on what 'Tolling & Management of Vehicles' really means. Are we talking about a booth at the mouth? Season driving passes? Daily passes? Local exemptions? - A mid-canyon turn around for traffic management is a bad idea because people are already halfway up the potentially snowy and congested canyon by the time any filtering/enforcement is encountered. - The proposed Gate Buttriss parking lot is a great move, except it shows only 21 parking spots, which is a significant reduction to the current capacity. There are frequently more than 21 cars parked there today, plus overflow onto the street. A parking lot there is a great idea but it needs to be refined for more spots than the current diagram shown on the EIS site - The "very expensive" notion of improving the road such that is seldom closed for control work is very appealing in many ways. Keeping the traffic flowing should alleviate most of the problems since traffic will not be at a standstill for hours in the morning. However, I think the practical reality of a bus lane next to a car lane while winding up a snowy/dangerous road would prove to be a messy situation. Excited skiers will not follow the rules and poor drivers will get stuck in it, blocking everyone in the middle of a tunnel/snow shed. Etc, etc... I think the proposal is idealized and the reality would not match the predictions here... People are inherently too chaotic in that canyon for it to work as well as is suggested. - The Gondola map shows a big pole right in the middle of the Gate Boulders. That will be a giant aesthetic foul... Suggest moving that a bit down canyon so it's not right in everyone's face when they begin walking that very heavily used access trail. <p>Again, thanks for your work tackling what is a very tough problem riddled with traps and dissent, especially from the uninformed :)</p> <p>Cheers, Scott Keller</p>	Scott Keller	Website
6044	<p>I am IN FAVOR of the Doppelmayr 3S gondola option for Little Cottonwood Canyon!</p>	Bradley Hardy	Website
6045	<p>First choice is the Gondola. This should be the most effective for reducing car pollution and protecting wildlife. Second choice is year round increased bus service, ideally in addition to a gondola. The Gondola will also allow the road to last longer, and decrease road maintenance. Either way, I think we need a system in place to limit the number of private cars up the canyon. For instance, allowing parking only in parking lots, no roadside parking. I do not support a dedicated bus lane, as this would widen the road and not deter private car usage.</p>	Josh Anderson	Website
6046	<p>As a home owner that is living with the current issues with Wasatch Blvd congestion on ski days, speeding noise and pollution. I could have not said this any better.</p> <p>As for the 2 alternatives for Wasatch, it is our opinion that: Both Wasatch alternatives fail to even meet local and regional plan criteria, and as such they should both be disqualified and a new alternative should be drawn up. Both options go well past the prescribed 5 lane configuration as presented by the Cottonwood Heights Wasatch Master Plan, and even surpass the WFRG regional plan of 5 lanes for this segment for Wasatch. How is that? UDOT is pushing the envelope when they call their 5 lane alternative by the use of the number 5. In fact there are 7 lanes in the configuration they present and they themselves have stated publicly that they would not be shy to utilize the shoulders as a traffic lane if traffic conditions should make it necessary. By that statement, even the Imbalanced alternative goes beyond the 5 lane maximum prescribed by the regional plan by paving 6 lanes of travel.</p> <p>This is an abusive and hardly needed expansion of a road that will increase capacity to levels in the year 2050 in excess of what is called by even UDOT Standards. It will become a barrier for cross traffic between the east and west communities. It will be so bad, and UDOT knows this, that they will require pedestrian bridges because it will be so dangerous to be found in the presence of this environment without 4000 pounds of steel surrounding your personal space. The amount of pavement will almost double the amount of storm water it will collect in rain and snow events regardless of the alternative chosen, it will increase noise pollution that will not only make it a less desirable place to live, but also affects wildlife along the foothills. The width and speed prescribed on both alternatives will also make it more likely that wildlife will collide with cars along this route at similar levels than exist at the segment of Wasatch near the Gravel Pit. Because ultimately the geometric dimensions will be necessarily even wider than at that location.</p> <p>As for safety, There are 13 intersecting points into Wasatch along the 2.2 miles of urban space. About half of all traffic that uses Wasatch enters or exists through one of these 13 points, of which 7 of them are not signalized. A multi-lane environment at 50 mph will increase the likelihood of side-impact to local users of the road. Impacts so severe that statistical data shows that people will have less than a 15% chance of survival. This is data that UDOT is aware of and continues to ignore through their persistent use of a 50 mph design speed.</p> <p>UDOT needs to stop and just put in 35 mph speed limit as they said they would and leave the road alone!</p>	Leslie Kovach	Website
6047	<p>Hi. After researching the 3 propositions for improvements to LCC access I favor the alternative that includes expanding the Bus service without implementing road widening. Especially if this bus service can be expanded to include bus stops at key points throughout the valley to minimize congestion at the bottom of the canyons. I am concerned that the impact and cost associated with widening the road would be prohibitive, and further believe that before committing to this option the simpler expanded bus service should be explored and learned from. I believe the gondola option is prohibitively expensive, has a prohibitive environmental impact on the canyon, and in the end would be ineffective in alleviating the congestion on the road since realistically people will not use a gondola over a car.</p>	Eric Lindekugel	Website
6048	<p>Thank you</p> <p>I want to vote for alternative number 1. I think we could use more buses but I do not see a benefit in widening the roads because that will only lead to further development in the canyon.</p>	Justin Lambert	Website
6049	<p>As an outdoor enthusiast, I believe the enhanced bus service with no roadway widening is the most attractive alternatives of the three presented. None of the other options presented do much to address the needs of the dispersed recreation users. These options seem to be expensive and will have a high impact on the community and the taxpayers as well as the environmental well being of our National Forest and Wilderness areas. All these options seem to address the needs of the ski resorts and their desires to increase their profit and ease of access while neglecting the many other canyon users as well as the industry that supports. Backcountry skiing is growing faster than resort skiing, and rock climbing and dispersed recreation is a growing and substantial industry in Utah and Salt Lake. Not addressing the future needs of this community in favor of addressing the current needs of the ski resorts is doing the Salt Lake community, and the national and international outdoor industry a great disservice. Access throughout the canyon is imperative to not only the needs of the dispersed recreation users but also spreads out the impact on our lands to a greater area, thus preserving it for future generations. A better and more sustainable solution needs to be found that addresses the needs of all users and the natural environment that will be able to last the test of time. Planning for now and the very near future is a wasteful view that leads to obsolete infrastructure and lasting environmental and financial impact while not solving the problem.</p>	Ashley Brown	Website
6050	<p>No matter what conclusion is reached, there are essential factors to consider.</p> <ol style="list-style-type: none"> 1. There must be increased parking for users to use the increased bus or any other transportation services. Building a large parking structure on an already existing park and ride lot is the most attractive answer. 2. Ski resorts should be paying for some or all of increased transportation. The resorts are generating revenue from people parking on their premises. The ski resorts need to share the responsibility of increases transportation. Increased public transportation up LCC, BCC, or Parley's Canyon should not fall on the shoulders of the taxpayers alone. 3. A more long term solution than a gondola is a train. Particularly an underground train using some of the existing mining tunnels. It would be impervious to avalanches and reduce surface traffic a lot. <p>Either way thinking about, taking action, and implementing increased public transportation are essential steps to decreasing air pollution and treacherous weekend hours spent idling in the red snake. Thanks for the effort!</p> <p>Please see attached comments on the Little Cottonwood Canyon EIS Alternatives and an attachment SCR10 (2012) as it pertains to cumulative impacts analysis on the state's pursuit of building phase 1 of a ski interconnect.</p> <p>Thank you in advance for your attention.</p> <p>Carl Fisher Executive Director Save Our Canyons</p>	Carl Fisher	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6051	<p>As an avid climber and skier, I encourage the adoption of "Alternative of Enhanced Bus and no additional roadside capacity" with some considerations. I encourage the consideration and review of the Salt Lake Climbers Alliance's position, found here: https://static1.squarespace.com/static/58e52138ff7c50175cc0d2061/5f05079eadf9984d8a54ecdf/1594165152267/20200707__+SLCA%27s+Title+Cottonwood+EIS+Comments+%28Final%29.pdf</p> <p>I recognize the importance of increasing the transportation capacity of Little Cottonwood Canyon, particularly on 20-40 weekend days each winter. I encourage the commission to consider the source of the increased traffic which seems to be nearly entirely skiers and snowboarders accessing the LCC resorts. I would therefore expect the funding to largely come from the private entities which would be the primary economic beneficiaries of any transportation enhancements. Without the resorts in LCC, it's not clear that any major infrastructure work is necessitated. The beneficiaries of any major infrastructure work should cover most the costs associated with enhancing access to their resorts, not the general public. A resort tax could fund the majority of any required funding. Any fees to bus riders would deter usage.</p> <p>I'm also concerned with the visual and environmental impact associated with any gondolas traveling the length of the canyon. Such proposals do not address the needs of dispersed recreators, only the big resorts, and therefore meet the needs of only some of the canyon user groups.</p> <p>Thank you.</p>	Jason Hall	Website
6052	<p>Thank you for the opportunity to comment. Here are my comments</p> <ol style="list-style-type: none"> 1. Enhance bus service. This past ski year the bus service was much improved. I took the bus several times. As a part time employee of Brighton I have always attempted to carpool. I think that with enhanced bus service people would be more apt to take bus up Little Cottonwood canyon. 2. Widen road for a bus lane with strict fines for violators. We could use the bus lane for biking in summer months. 3. Encourage ski resorts to charge for parking. There could be discounts for car pooling. 4. Toll for Little and big Cottonwood canyon it would help to provide buses year round and provide maintenance to trail heads. Works well up Millcreek. We have to pay play and sometimes it takes a monetary incentive for people to do the correct thing. 4. No GONDOLA it will only serve ski resorts. What about all the snow shoeing folks for cross country skiers use the money for more buses of all size. Use the money for summer buses. No gondola. 5. Have ski resorts parking money pay for more buses 6. Have a ride share lane people pick up people at bus stop and get a pass to go in the bus lane. <p>Thanks Arleen Barrell</p>	Arleen Barrell	Website
6053	<p>I wrote most of the Wasatch Backcountry Alliance comment so i will post that below. But i have a few more comments beyond that from my personal perspective:</p> <ol style="list-style-type: none"> 1. I have been very disappointed that udot chose to exit the broader process; you missed The Opportunity to work closely with all stakeholders on a more comprehensive plan for the whole area. So it's hard for me to think that you have a broader picture in mind. <p>The fact that UDOT doesn't seem to have any interim solutions, ignores bcc and wasatch back issues as well, rejected other potential transit options such as rail, didn't work with any other stakeholders to identify potential a mobility hub closer to the mouth of LCC, and didn't work with UTA to clarify if they can even accommodate your ideas is indicative of the fact that UDOT is an unwilling partner when partnering is sorely needed. I am particularly annoyed that you aren't addressing summer use of your options, and no mention of tolling despite getting a mandate from the state to do so, which would provide funding as well as disincentivizing vehicles.</p> <p>In short, I think UDOT clearly did a lot of work to get to this point, but there are huge holes and problems with the plan (and why is the comment box so small!)</p> <p>The wasatch Backcountry Alliance comments (again, that I mostly wrote) are pasted below</p> <p>In our comment regarding the original EIS Scope and Need process in May 2018, Wasatch Backcountry Alliance's comment began with this statement: "Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210.</p> <p>WBA firmly believes that before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. WBA strongly encourages UDOT to work with other stakeholders, including the US Forest Service and Salt Lake County, to undertake a carrying capacity analysis and to make that part of the current EIS.</p> <p>With regards to the two options that use more buses (extended bus service and widening of the LCC road to accommodate yet-more buses), WBA continues to support the same concept that we stated in our May 2018 Scope and Need comment: "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." At this point in time, we do not think that Highway 210 should be widened to accommodate more vehicles, but that having dedicated times for buses and cars with 4 people (ie. 7-9am and 3-5pm) should be more thoroughly explored.</p> <p>The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:</p> <p>The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus. There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter). We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. Given that the least-expensive option will come at a cost of ~\$100 for every single Utahn, this is relevant). There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timeliness is a major missing component of the EIS.</p> <p>There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use.</p> <p>There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling.</p> <p>The EIS provides no rationale for UDOT's winnowing of 35 different options to these three.</p> <p>Based on our review of the EIS, the focus of the document and the tone of the online meetings on June 23-24, despite there being three alternatives in the EIS, it seems that the gondola option is being pushed as the preferred option. While we recognize that there may be potential benefits of a gondola operation, there are important components of it that we take issue with:</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Tom Diegel	Website
6054	<p>I see no reason to tear up LCC to accommodate 2 ski resorts and their patrons; therefore the only option I would support is the one for increasing the number of buses without widening the road. I would only support this option if (i) the buses stop on their way up and down the canyon in the winter at the White Pine trailhead so that backcountry users may also use the bus (after all, I assume that the general public including backcountry users of LCC will be funding the project), (ii) the buses are run up and down LCC year round so that hikers can use the buses in the summer (again, I assume that the general public, including hikers, will be funding the project), and (iii) not only winter buses, but also summer buses, stop at the White Pine trailhead.</p>	Susan Allen	Website
6055	<p>I am in favor of increasing the bus fleet and charging private vehicles an entrance fee.</p>	Kevin Box	Website
6056	<p>Look at Zermatt Switzerland. Replace the road with a train and make the canyon car free. Parking structure at the base train up with a couple whistle stops on the way the quality of the Wilderness would improve as you wouldn't be salting the road the train would be electric reducing point source emissions in the canyon from cars and the space used for parking at the top could be used for other more productive things.</p>	Jared Current	Website
6057	<p>All of these options are far too destructive, and far too beneficial to business looking to profit off the area.</p>	James Sprankle	Website
6058	<p>I just submitted my comment but want to send an addendum with 2 points: the ski resorts will be huge beneficiaries of any transit system, and I would like to see them kick in some for it.</p>	Tom Diegel	Website
6059	<p>And along those lines, while the concept of "enhanced tourism" was not specifically mentioned in the eis, it was brought up several times by UDOT representatives, and this had never been mentioned before as part of the purpose and need. If it continues to be used as such that is an abrogation of your responsibility to the EIS process.</p> <p>I support the enhanced bus alternative because it appears to have the least amount of impact on canyon foot print and is the most realistic in actually making a difference on canyon congestion.</p>	Tyler St. Clair	Website
6060	<p>As much as I would love to support a Gondola, (the kid in me would love it!), I can't for the sake of the environment, natural beauty, practicality and cost support it. The novelty of a gondola, the use of it as a marketing tool is tempting but I personally don't see any benefit aside from it's 'coolness'. We will still have the LONG travel time to get up the mountain, still have lines when going up the canyon and especially when going down (with everyone wanting to leave at the same time). I can see people riding it 'once'.</p> <p>The enhanced bus service with roadway widening appears to only save 18 minutes for arrival time yet costs almost \$200 million more...not, in my opinion a good value ratio. It is also taking away twice as many outdoor adventure (hiking) sites & facilities. Sadly the only option of the three offered that I would be compelled to select is the highly cost effective enhanced bus service without the road widening. I wish there was another alternative that could really solve this problem but construction of a 'gondola' or tearing apart the beauty of the canyon to widen roads is not that alternative.</p> <p>The best option is to enhance the bus service without widening the roads.</p> <p>thank you.... Thank you, E. Brown</p>	E. Brown	Website
6061	<p>I support increasing bus services in LCC, with transit hubs at the base of the canyon. I also support the use of tolls to reduce the incentive to drive and improved parking by trailheads.</p> <p>Expanding the road would negatively impact dispersed users. Hikers, snowshoes, and other dispersed users would lose parking. Climbers would lose access to bouldering.</p> <p>The gondola only serves the resorts and would still have a massive parking problem. Proponents of the gondola argue that it will pay for itself. I believe that if the cost of the gondola were too high, most people would still opt to drive, and this would not solve the problem.</p> <p>Expanding bus service with improved parking and transit hubs is in my opinion the solution that serves all users the best. The discussion should not be all about what is best for ski resorts and resort skiers. We need to include all users. Expanding bus service while NOT expanding the road and NOT building a gondola is the only solution that serves all users.</p>	Ben LaRiviere	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6062	<p>Hello my name is Christopher Powers. I am an architect in New York but grew up Sandy UT. My thesis project in college (2012) was regarding this very issue and focussed on transportation, watershed pollution and education. My project, titled "Cottonwood Canyon Conservation Center", entailed a transportation hub at the base of Little Cottonwood Canyon that served as a link between "valley public transportation" and "mountain public transportation". The structure double as a "conservation museum" and took advantage of the change in transportation to educate people on the invaluable importance of our mountains and canyons.</p> <p>In the end I found that increased bus service with increased amenities at drop off points was the best solution but the project I studied served as an important exercise as well as allowing me to create a piece of architecture.</p> <p>I have include a link below to download a visual sheet of my project. This area is the most important place in the world to me and would love the opportunity to be help and be involve in any way possible.</p> <p>https://www.dropbox.com/sh/s9ryyiemostxt6h/AAC7ecJxV4S4VDTq0EnnBcrnVa?dl=0</p>	Christopher Powers	Website
6063	<p>Hello UDOT Planners,</p> <p>Thanks for the opportunity to provide input to the UDOT Little Cottonwood Canyon draft EIS alternatives.</p> <p>Based on available information at this time I can only support the option for: Alternative of Enhanced Bus and no additional roadside capacity</p> <p>The canyon's serve a wide variety of user groups throughout the year (not just winter) and any solution needs to consider year round impacts and users beyond simply the Snowbird / Alta ski resorts at the top of the canyon. Impacts and accommodating the needs of these dispersed user groups is not clearly addressed in the proposed options and leaves much room for concern. Details matter here. I'd like to get clearer specifics of the impacts outlined below.</p> <p>Analysis of current and future dispersed recreation usage, transportation and parking needs in the whole of the canyon during all times of the year, spring, summer, fall, and winter. Dispersed recreation areas including, but not limited to the lower LCC Park & Ride, Grit Mill, Gate Butness, Coalpit, Y-Couloirs, Tanners,White Pine, Mt. Superior, and Helgate.</p> <p>Inclusive Transportation that Serves Dispersed Users - this includes ensuring parking at key trail heads and/or by ensuring bus service is available to these stops. How will this be addressed?</p> <p>Impacts to Roadside Climbing and Climbing Access - What areas specifically be impacted and what will mitigation options be to actually climbing areas and parking areas?</p> <p>Clarification of "reduction to roadside parking next to resorts" - especially as it relates to parking in the town of Alta near the Grizzly Gulch Trail Head and next to the Alta Lodge, Snowpine / Rustler Lodge, Alta Peruvian Lodge, etc</p> <p>Best, Ryan Collins</p>	Ryan Collins	Website
6064	No construction that would ruin hiking/ biking trails	Becky ross	Website
6065	<p>As an avid skier and Salt Lake City resident I would love to see a public transit option rather than expanding the lanes or more development. We should be able to enjoy the outdoors and protect it at the same time.</p> <p>I am in favor of the Enhanced Bus with Road Widening option for a number of reasons. Honestly, I would have been a bigger fan of simply adding a middle bus-only lane that serves uphill buses in the morning and downhill buses in the afternoon. It would avoid a full blown four lane road over the length of the canyon and would best utilize the space that's already been widened to three lanes for turning and passing lanes, minimizing road widening requirements. Since this is not an option, I support the four lane widening. My primary reasons for this choice are: 1) It leverages people's desire to minimize commute time instead of the supposed desire to reduce environmental impact and to be stewards to the planet, specifically the watershed. 2) It is the only option enhancing public health and safety year round, by giving the necessary space to safely travel the canyon by bike or on foot during the summer.</p>	Annie Francl	Website
6066	<p>First, excess traffic in the canyon during peak ski season demonstrates that people are simply not driven to use public transportation to decrease their environmental impact, the primary purpose of an "environmental impact study" as this one is called. If people cared about their environmental impact, they would already attempt to use buses closest to their home to commute to the canyon, and we wouldn't have this problem in the first place. Instead, people come to Utah to experience the greatest snow on earth, and the best experience comes to those who arrive first. A toll doesn't deter people either, as a cost increase of a commute does not have a significant impact over whether people drive. This was demonstrated by Solitude's paid, yet consistently full parking lot during peak season. People's primary reason for choosing private cars over public transportation is because it gets them there the fastest, and is the most comfortable. No looking for parking, no waiting for a bus, all from the comfort of their own cars. The other two options simply don't address this issue. It's safe to assume that public transportation is not going to be much more comfortable than it currently is with any option, so we can't fix that. What we can do is make public transportation more efficient than driving. By minimizing the time people spend on a bus they don't really want to be on, we also encourage them to use it since it will take about half the time sitting in gridlock canyon traffic would. If our effort really is to have the minimum impact on the canyon, we should implement a solution that encourages people to actually use it.</p> <p>The widened road also has public health and safety in mind, while specifically serving those paying for the project. Cyclists and pedestrians using a small shoulder on a winding mountain road are a hazard to cars, and vice versa. The safety hazard of using the canyon roads by any mode besides a car turns many people away limiting our use of this unique resource to promote public health. The public need to get to the outdoors has been highlighted in recent months as more people head to the outdoors as indoor recreation has been stunted. As a frequent user of LCCs trail system, I have seen a huge increase in the number of individuals making an effort to get outside and stay healthy. What I have not seen is a significant number of people cycling or walking along the roadways. While there may be other factors, I believe a primary deterrent is, in simple terms, that cars are big, fast, and heavy, and they seriously injure or kill people in a collision. The risk is not worth the reward. A wider, safer lane mitigates this issue by giving ample space to safely commute in the canyon by bike or on foot. No other option attempts to use tax dollars provided by Salt Lake residents to specifically serve Salt Lake residents, while a widened roadway allows them to safely use an available public resource for outdoor recreation that is currently too unsafe for many to appreciate.</p> <p>As such, I support enhanced buses with a widened roadway as it most effectively addresses the problem we are trying to solve while keeping SLC residents healthier, happier, and safer than any other option could try.</p> <p>Thank you for taking the time to read all of these comments. I know it's an onerous task, and I'd like to be more involved with it in the future. I sincerely appreciate it.</p> <p>The solution to the traffic problems in Little Cottonwood Canyon is more people in fewer vehicles. This includes more people using the bus system and incentivizing high occupancy in private vehicles.</p>	Daniel Nix	Website
6067	<p>Bus service need to be frequent, reliable and inexpensive.</p> <p>Reliable service includes service that can bypass the worst of the traffic jams on Wasatch and North Little Cottonwood Road and get to the head of the line at the mouth of Little Cottonwood Canyon. I fully support the fact that all three option include improving these to segments of the road to the resorts. This is critical to getting people into busses.</p> <p>The occupancy of cars can be increased by putting a toll on those who drive up the canyon. This also makes the bus look more attractive.</p> <p>Occupancy of cars will also increase if cars that are not carpools must pay to park. The pay-to- park scheme adopted by Solitude resort last year should in some form be adopted by Alta and Snowbird.</p> <p>Only after these steps have been taken and have been found to be wanting should UDOT consider an enhanced bus lane in the Canyon or an aerial tramway</p>	Joan Powers	Website
6068	Now is the time to act in a responsible matter that addresses the well-being of LCC and the concerns of stakeholders. Therefore, I would like to send my comments of support for the alternative La Caille-based gondola option. I feel as though it best addresses the long-term and short-term concerns of this precious resource. Thank you!	Jessica Chindgren	Website
6069	i am not in favor of the gondola. too much hardware on the hill and doesn't do enough. i wish we didn't have to, but the traffic problem is not going to go away, so i am in favor of the wider bus lanes. we need folks on buses. it is fast, and a reasonable travel alternative and in the summer, lets let the bikers use it.	dan senior barrell	Website
6070	<p>I do not support putting a gondola in either Cottonwood canyon. The Cottonwoods are not just for skiing and a gondola only benefits people going to the ski resorts. A gondola is a gateway to more development in our beautiful canyons. I'm worried about the negative environmental impact it would have on the canyon and our watershed because of the construction building a gondola requires. Plus, I don't want to see a massive gondola system in the canyon when I'm hiking there in the summer.</p> <p>An extra lane for just buses that turns into a bike lane in the summer in the best idea of the three. Enhancing bus service, but not having a bus lane is pointless. That doesn't give any incentive to take the bus instead of a car because you end up in the same traffic either way. Currently 60 people packed into a ski bus get the same priority as one person in a car. I took the bus a few times last year and will never forget one of the miserable rides I took up the canyon. The bus was stuck in traffic and I was standing in my ski boots, in a crowded bus, holding my skis, & getting car sick because of the winding canyon road. I'm a lot shorter than everyone else so to pack everyone in that tight made it hard to breathe. If I had just car pooled instead of taking the bus, I would have had a comfortable ride up the canyon. Either way I would have been in the same traffic.</p> <p>The real solution is a train. Or a Trax line going up and down the canyons that shares the road with cars. To stop cars from heading up the canyon, the only way up during peak hours (7 AM-10AM) Friday-Sunday in the winter would be the train. The only way down during peak hours (3PM-6PM) Friday-Sunday would be the train. Cars could still drive the road any other time of the day. This could also be implemented with buses. Only buses allowed up the canyon during peak hours. The buses could make short stops at a few different places in the canyon on the way up and down to satisfy backcountry skiers too.</p>	Eden Sloan	Website
6071	I support the snow sheds and lane alternatives. No to the gondola. Tolls should also be implemented for all users wanting to take a personal vehicle up the canyon. The goal should not be to maximize traffic up the canyons, it should be to create a model for sustainable canyon use. Currently, most canyon users contribute NOTHING to public land management in the canyons. As usage increases, management and maintenance needs increase. Ski resorts get sweetheart deals from the forest service to lease public land for their operations, the least people can do is pay to manage and minimize the impact of their use.	Andrew Wike	Website
6072	I believe that there are more efficient alternatives for transportation than biking a gondola. I say no to a gondola!	Nichole Peterson	Website
6073	I think the gondola system would be the best option not only for the environmental impact is less than busses but you can also expand the parking garage for the gondola at the base much easier. I grew up riding the buses and they are a terrible experience, crammed, hot and smelly, and not much room for all your gear. Where as the gondola it would be just like riding at a resort and it's a more pleasant experience and everyone will have a seat and won't have to stand. I haven't rode the buses since I was able to drive, about 15 years ago. Even since then they have added buses and it still doesn't seem to turn more people to buses.	Greg Snyder	Website
6074	The gondola will have a huge negative environmental impact and not help the congestion issues. There are only a few select days where traffic is a major problem in the winter and the gondola proposal does not make sense. Please work towards encouraging more busing to eliminate the traffic.	Andrea Krong	Website
6075	I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on diverse recreation in the canyon.	Antone Frandsen	Website
6076	The third option sounds like the best option to me.	Lamont Harris	Website
6077	With the increasing popularity of Little Cottonwood, coupled with the projected growth of Salt Lake's population, now is the time to act and act in a responsible manner that best addresses the concerns of the majority of stakeholders and the issues facing the well-being of LCC, not the least of which is the sheer amount of automobile traffic and its environmental impact. Therefore, I fully support the La Caille-based gondola option as I feel it best addresses the concerns, both short- and long-term, of this precious resource.	Victoria Loveless	Website
6078	I would support the additional bus service with no additional roadside capacity to protect the roadside climbing areas and parking needs along the road in Little Cottonwood Canyon.	Stephen Snell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6079	I support additional buses and transportation hub the excludes the need for snow sheds or an inefficient gondola.	Mark Lehmkuhle	Website
6080	I stand with the side of bus system expansion. While the population continues to grow in the valley, I feel as though a gondola/roadway expansion may be over-the-top "solutions" financially, and from practicality standpoints. While I understand the inescapable need for expansion, one of the biggest characteristics of LCC's resorts is their incomparable personalities and their unique charm. Building a gondola would continue to transform these resorts into commercialized tourist attractions, and while, yes - this is the goal of capitalism (growth), this would further diminish that charm found in the canyon, hindering Alta's Magic and the Word that is Bird. Begin this environmental approach with a bus system expansion to save money and to help maintain what makes LCC special. This statement is not purposed to stereotype or exclude any party of human beings; however, expansion in the form of a gondola will draw a crowd that will not benefit our LCC = IKON x 10. To whom it may concern:	Anonymous Anonymous	Website
6081	Of all proposed plans to improve transportation in little cottonwood canyon, I believe strongly that an enhanced bus system without an accompanying road expansion is the best option. The primary reason for my stance is that this option will have the least environmental impact on recreational activities in the canyon, namely rock climbing. Little Cottonwood canyon is home to world class climbing in many forms, which draw people from all around the world. Many of these attractions are located nearby to the road itself. If an expansion of the road were to occur, I fear that we would lose many of these climbing destinations which the community holds very dear. I hold a similar fear in regards to the installation of a gondola. Improving transportation in LCC is of critical importance, but it should not come at the lose of so many other important attractions. thank you so much for your time and consideration.	Jesse Williams	Website
6082	With the increasing popularity of Little Cottonwood, coupled with the projected growth of Salt Lake's population, now is the time to act and act in a responsible manner that best addresses the concerns of the majority of stakeholders and the issues facing the well-being of LCC, not the least of which is the sheer amount of automobile traffic and its environmental impact. Therefore, I fully support the La Caille-based gondola option as I feel it best addresses the concerns, both short- and long-term, of this precious resource.	Marcie Falkner	Website
6083	I am an active user of the canyons year round, and not of the resorts. I support an enhanced bus option that caters to all canyon users year round and not just the ones that drive business for a few companies. I would gladly pay a reasonable annual fee to have better public transit options that allow me to access all recreation opportunities that the canyons offer.	Daniel Boettger	Website
6084	Thank you July 10, 2020 Comments on Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS) SR 210 – Wasatch Boulevard to Alta Alternatives Report, June 8, 2020 Utah Department of Transportation (UDOT) By Matt Sibul: resident, engineer, and canyon enthusiast Big Picture, High Level Comments 1. From a process perspective, UDOT has done a great job to get public feedback on the alternatives that will eventually go into the Draft EIS, due out next Spring (2021). 2. UDOT should not have eliminated the cog rail train from the alternatives report as a part of their EIS Alternatives Report. It was a fundamentally flawed analysis and needs to be re-visited. 3. The train is best overall long term, year-round and cost-effective solution. 4. The report is biased and does not have the Cog Railway on a level playing field with the other alternatives. 5. UDOT and their consultants chose one of the most expensive rail design options while grossly exaggerating the capital cost estimates and compared it to the simplest configuration and cheapest gondola solution. 6. It is not too late for UDOT to revise the alternatives that will go into the Draft EIS. 7. The lack of a level playing field in which the alternatives have been developed and analyzed to date would undermine the "tried and true" NEPA process and could be grounds for an environmental challenge. 8. It is bad public policy and completely absurd for the alternatives to be evaluated and presumed to only be operating during winter months. Any of the alternatives involve a large level of cost, and they should be utilized year-round. 9. The gondola is primarily a ski resort chair lift. There would be no ability for passengers to access hiking trailheads or backcountry ski entry points. Yes the ski industry is important to the economy of Utah, but this seems like an over-reaching public subsidy to private industry. 10. Not only should the Alternatives section of the EIS be re-evaluated, but the project's purpose and need is inadequate. Why would there not be a component of regional connectivity to the rest of the transit system? A gondola is a completely new and awkward form of transportation that has no nexus to the existing rail system along the Wasatch Front. A lot of thoughtful and strategic work has happened over the past 20 years by UTA and UDOT; this LCC EIS completely throws this out the window. Specific Technical Comments 1. A life cycle cost analysis is the best tool to compare a diverse set of modes and should have been prepared. 2. The alternatives are not equally addressed and evaluated. The report is clearly biased towards making some alternatives look better than others. In order for alternatives to be fairly compared, they need to have a similar basis. You cannot compare a rail line from 9400 S. and 2000 E (with urban traffic and residential/business issues) with a gondola at the base of Little Cottonwood Canyon fed by buses from 7200 S. and Wasatch Boulevard. 3. A 9-mile Cog Railway is being completely rebuilt in Pike's Peak, Colorado for a total cost of \$110 million or \$12 million per mile. This report uses \$138-\$169 million per mile. 4. A train can be built with minimal construction impacts as seen by the real-world experience in constructing the Pike's Peak Railway. 5. A train is the most environmentally friendly for air quality, watershed quality, energy consumption, congestion relief, economic development, land use management, pedestrian compatibility, and visual aesthetics, and is the most consistent with the Canyon's core values. The impacts to our wilderness areas and boundaries are unclear. FULL COMMENT AVAILABLE ON PAGE XXX	Matt Sibul	Website/Email
6085	It appears the best option is the gondola.	Jason Christensen	Website
6086	Greetings- I'd would like to share my support for building a gondola in Little Cottonwood Canyon. I feel that this would best address the goals of the project outlined by the stakeholders involved- improve reliability, mobility and safety while meeting the needs of community and preserving the value of the Wasatch Mountains. A gondola would transport enough people safely while also reducing CO2 emissions in the canyon, which is also an important initiative in Utah with the air quality issues. The Operating and Management costs would also be significantly lower than the other two options. I also think that it's important to preserve the personal property rights as much as possible and this option would only impact 9 properties (vs. 18 with widening the rd and 9 with the enhanced bus service). Additionally a gondola would be easier to shut down and re-open if interlodge was put in place. It would offer an alternative option for skiers and guests to exit the canyon when there are accidents and road closures. Expanding the road would result in more construction and run-off (oil, etc), possibly compromising the fragile watershed and I do not support widening the road or more bus service. I also do not recommend expanded bus service because it would cost the consumer more money to get up the canyon (with daily bus rates). Skiing is already a very expensive sport and it's important to make it more affordable when possible to create more diversity in the sport. The gondola is an absolute win for all stakeholders and would be the best option for the community. Thank you, Audrey	Audrey Powell	Website
6087	The solution to LCC's transportation fiasco must be based on decreasing emissions and lessening the environmental impact commuters have on the canyon/great sic valley. The gondola is a good alternative, although having to take a bus to the gondola will deter people from it. The solution must be easy for people to transition to, as people don't want to take multiple modes of transport with all their gear. Widening the road would only cause more disasters as people would assume the road is faster is larger (spoiler: its not lol). Creating a large parking lot with enhanced bus service is a good idea, but unless there are tangible rewards (incentives) the public will not be drawn towards it. People are motivated by real time reward, and while one can state that these changes are environmentally friendly, the transportation changes have to be easy to transition to and encouraging to the public. Whatever the solution, the more cars we keep out of LCC the better life will be :-)	Rachel Morse	Website
6088	With the increasing popularity of Little Cottonwood, coupled with the projected growth of Salt Lake's population, now is the time to act and act in a responsible manner that best addresses the concerns of the majority of stakeholders and the issues facing the well-being of LCC, not the least of which is the sheer amount of automobile traffic and its environmental impact. Therefore, I fully support the La Caille-based gondola option as I feel it best addresses the concerns, both short- and log-term, of this precious resource.	Chelsea Khan	Website
6089	If you do the gondola plan I will make a trip out just to ride it.	David Sjoberg	Website
6090	Please find attached a copy of a memo created for Chris McCandless of CW Management. He has asked that this memo be submitted on his behalf for his proposed project at the mouth of Little Cottonwood Canyon with a proposed gondola end station site, which is in accordance with the EIS study under review. It is CW Management's hope that consideration of this project, in the context of the overall LCC EIS process, might help with the alternatives solution and the ultimate selection of a preferred alternative. Let us know if you have any follow up questions in relation to this open comment period for the EIS. Thanks, Ryan	Ryan Hales	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6091	After much research it seems as though it will be necessary to do both widen the road and add the gondola. Although there needs to be parking for the gondola at the bottom of LCC. More importantly there should be a check point station at the bottom of little and big cottonwood canyons charging people to enter the canyon as mill creek does to help regulate and fund keeping the canyons clean and green. This check point station will also give UDOT more control of vehicles entering the canyon to ensure they have snow tires, 4x4 or chains. Another idea would be to let people carpooling enter the canyon for free like Jackson.	Eric Fabbri	Website
6092	I support the basic increased bus service with no enhanced road widening in LCC. I am against the gondola option for it's impact on the land, plus it's just cumbersome. To drive. Park at the mobility hub. Take a bus. Wait. Hop on the gondola. Then do it all again in the evening. Not gonna happen. This doesn't make it easier nor does it expedite people getting to the resorts. People don't want to take buses in general because they're not convenient and this won't provide enough incentive for enough people to use to make it worth it. I am against road widening due to it's impact on the land and costs. I like that it is the only option that decreased the time it takes, however that amount of altering the land for a dozen plus powder days ruins too much for other user groups. I am a fan of back country skiing in the cottonwoods and these plans drastically favor the resorts. Are they going to share in the cost or is it just the tax payers? The nice part about the basic increase in bus service, is that if it's not working or we need to make adjustments, it's far easier to do in the future. During one of the meetings, it was mentioned having some type of sliding scale pay fee depending on expected traffic that day. I think this could help but needs to be weighted with if people are going to the resorts or elsewhere. Plus how many people are in the vehicle. This could help incentive people toward the bus. During the winter, will these buses be running at this capacity every day or will it be Thursday-Sunday, just weekends etc? I/we agree with Carl Fisher's Comments in the Save Our Canyons recent letter. This traffic problem should be a UTA issue providing transportation up the canyon. NOT a UDOT issue to be resolved with the widening of Wasatch Blvd. We are in favor of Wasatch Blvd remaining a "Neighborhood Street" with 35 MPH. Absolutely no widening of Wasatch Blvd to 5 lanes and 50 + MPH. We are also opposed to the tram/gondola system and the proposed parking structure at the "LaCaille Base" for the tram. It would be unsightly and distracting to the residents and tourists and anyone entering the canyon. Construction of the tram up the canyon would be an absolute nightmare, and how many years would the canyon be closed to allow for construction and improvements to be completed??? The UTA solution should be put into place first, and charge a Toll to drive up the canyon, long before any road widening occurs. If a parking structure is necessary, it should be located at the gravel pit near Big Cottonwood Canyon to allow for easy access to UTA buses. In addition, the amount of construction related traffic up and down the canyon, back and forth along Wasatch Blvd. would be disastrous for the community and the residents, as well as regular commuters. The cost to taxpayers would be overwhelming and we are absolutely opposed as we have stated.	Jeff kenney	Website
6093	I/we agree with Carl Fisher's Comments in the Save Our Canyons recent letter. This traffic problem should be a UTA issue providing transportation up the canyon. NOT a UDOT issue to be resolved with the widening of Wasatch Blvd. We are in favor of Wasatch Blvd remaining a "Neighborhood Street" with 35 MPH. Absolutely no widening of Wasatch Blvd to 5 lanes and 50 + MPH. We are also opposed to the tram/gondola system and the proposed parking structure at the "LaCaille Base" for the tram. It would be unsightly and distracting to the residents and tourists and anyone entering the canyon. Construction of the tram up the canyon would be an absolute nightmare, and how many years would the canyon be closed to allow for construction and improvements to be completed??? The UTA solution should be put into place first, and charge a Toll to drive up the canyon, long before any road widening occurs. If a parking structure is necessary, it should be located at the gravel pit near Big Cottonwood Canyon to allow for easy access to UTA buses. In addition, the amount of construction related traffic up and down the canyon, back and forth along Wasatch Blvd. would be disastrous for the community and the residents, as well as regular commuters. The cost to taxpayers would be overwhelming and we are absolutely opposed as we have stated.	Gary McGee	Website
6094	1- how many days are we really looking at that are traffic problems ? Dec - April ski season = 22 weekends = 44 days, plus add 10 more holiday days = 54 days of problems and those are not all powder-packed ski days. All of this for 54 of 365 days ? I would like to see more data on trips / how many days are really bad / etc. 2 - what is the max amount of people in the canyon? Is this based on parking capacity? Hotel capacity? ski-lift capacity? Looks like all of the evaluations are based on current people up at resorts. Will any of these options induce the demand ? Will it make the ski areas more populated ? 3 - with any/all of the options, what parking exactly is being removed? roadside, Alta-Wildcat lot, Alta-Albion lot, Summer Road lots, Bird lots? how much of that land can be restored back, or used as transfer stations, etc ? 4 - I think the hub at gravel pit is unrealistic for people from the south, especially those coming up Wasatch Blvd - it is assumed they will all continue past LCC and continue north to gravel pit, park, hop on a bus to then come south ? Especially under bus alternatives - those people are then creating more capacity for those who will stay in cars. Would like to know the penalty/toll for those who stay in cars - it needs to be sufficient enough to make bus attractive. 5 - gondola - I like the idea, except having to go all the way to gravel pit or Highland to then come back to Gondola (I live between LCC and BCC). I think having motorists to hop on a bus, then transfer to gondola, is too much, undesirable. I think the parking needs to be at gondola, or various locations south / east / north of gondola with shuttles, not some huge garage hub. 6 - what about the residents that live between LCC and BCC - they have to go farther away from LCC to then reverse track (I live along Kings Hill, close to the ski resorts on purpose) - will there be a shuttle system along Danish, Kings Hill, Top of the World, etc that can then take skiers directly to Gondola or LCC base to hop on a ski bus rather than go all the way to gravel pit or Highland hub ? 7 - Wasatch - I'm not sure if i fully understand what is driving the additional general purpose lanes. There is 1 lane from the south either Wasatch or from 9000 South - adding a lane on Wasatch from the Hi-T LaCaille turnoff to bottom of BCC accomplishes what - a few less seconds of travel time? Similarly, SB traffic goes from 2 lanes from BCC base up the hill merging to 1 lane - keep it that way, otherwise you will have that same chokepoint down south. I like the idea of keeping the single NB and SB lane with the wide shoulders for bus traffic in the winter. Thank you	Kevin Farley	Website
6095	Alternative parking and transportation is the best answer for existing parking and traffic issues.	Lori Gull	Website
6096	DO NOT widen Wasatch Blvd !!!!! It will not relieve traffic up Little Cottonwood Canyon; it will increase pollution; it will change Cottonwood Heights community; and it is exceptionally expensive. It will only benefit the construction companies. Tax payers are watching your choices in this regard. NO to more pavement. Other choices are preferable.	FK Forney	Website
6097	Hi I would like to see a sound study done of Wasatch Boulevard because as it is now it is really noisy. I would also like to see more calming effects of the road so it can better meet it's design speed.	Jennifer Murphy	Website
6098	I strongly urge the adoption of the option of Enhanced Bus with roadway widening. I realize this is the most expensive of the three alternatives but I believe it is an investment that can last generations without changing view sheds (gondola) and by increasing capacity year round. The summer needs will be addressed as well as the winter needs. A similar plan is desperately needed in Big Cottonwood canyon as well.	Nancy Baker	Website
6099	I have been traveling Little Cottonwood for 37 years, mostly in the winter, skiing at Alta. My biggest concern is that no matter what choice is made for traffic control, the people who still want to drive are going to do so. Therefore I am suggesting a booth at the bottom of the canyon with someone stationed, especially on weekends and powder days, who will be notified by the parking attendants from Alta and Snowbird when the lots are full. Parking on the canyon roads at the resorts has become a hazard as well and should be unavailable with no parking signs. At that point people will need to go back and use the buses or gondolas. This might entice people to use the other transportation choices before trying to drive up. "Widening the road and adding more buses". With this in mind, buses with Alta destination only and Snowbird destination only would help the congestion and time. The "Gondola" might have the least environmental impact and have a uniqueness about it. Thank you listening to the people and your care in this matter. Sincerely, Melinda	Melinda Almquist	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6100	<p>The following is the response to the UDOT Little Cottonwood Canyon EIS Draft Transportation Alternatives. The response is from 27 members of the Little Cottonwood Canyon community, which is the area east of Wasatch Blvd between SR-210 and SR-209.</p> <p>Little Cottonwood Canyon Community Response to the UDOT Little Cottonwood Canyon EIS</p> <p>After evaluating the three alternatives presented by UDOT for comment in the Little Cottonwood EIS, we believe option 1 is the best alternative because it makes the least impact on the canyon with an average, but reasonable transit time. Although the transit time for Alternative 2- Enhanced Bus with road widening would reduce travel time for both bus and car passengers, the impact to the canyon by widening the road should not be justified for this reduction.</p> <p>UDOT Alternative 1 and Alternative 2</p> <p>These two alternatives provide advantages over alternative 3:</p> <p>They are scalable solutions where service can be increased or decreased depending on demand. Also, Alternative 1 is scalable to Alternative 2 if we later find it is insufficient. (Note that under either alternative, the snow sheds should be built to handle road widening in case that becomes necessary.)</p> <p>They provide the possibility to serve other canyon destinations in the summer, not just Alta and Snowbird.</p> <p>The use of selectively placed avalanche sheds will have a positive impact on reducing road closures and snow removal time in those areas deemed to provide the greatest benefit.</p> <p>Bus routes originating from the north and from the south create the most direct/efficient routes to the ski areas. In addition this alternative provides express buses minimizing the number of enroute stops and avoids the two Snowbird stops for riders continuing on to Alta.</p> <p>The Central Wasatch Commission has discussed the inclusion of disincentives for continued private vehicle use such as variable tolling. These tools should be used to support increased public transit or high occupancy use.</p> <p>These options are both faster than alternative 3.</p> <p>We believe alternative 1 is preferred as it can achieve 80% of the gain with less impact to the canyon, than #2, provided that disincentives to private vehicle use are employed.</p> <p>UDOT Alternative 3 — Gondola</p> <p>Other than creating a very sexy travel brochure for two ski areas this option provides little value for the majority of riders, local residents and taxpayers.</p> <p>The transit time of 63 minutes for Alternative 3 takes too long and will not motivate people to get out of their cars and take public transit. For people coming from the south, this calculation does not include the additional car travel time to drive north past the mouth of LCC to the mobility hub to then backtrack to the gondola. This will be a tough sell to local skiers.</p> <p>Alternative 3 presents a false choice. By removing the Snow Sheds and the 94th South Mobility Hub, it shows a false cost savings. These items are necessary and we believe will eventually be included. They should be included to make a fair financial comparison.</p> <p>The exclusion of avalanche sheds for the proposal should make this option a nonstarter. The 70% of remaining car traffic (per UDOT assumptions) will be subject to the same road clearing delays creating the same gridlock for neighborhoods as the present state. UDOT clearly stated that the exclusion of the shed for this alternative was done to make the cost comparison to the other options more attractive.</p> <p>The gondola serves just 2 fixed destinations in the canyon. Hikers will still be driving cars to the various trailheads when the ski season wanes. The gondola will do little to reduce vehicle use year round as has been an objective of Mountain Accord and the CWC.</p> <p>UDOT's vision for the gondola station is that kiss and ride traffic, or riders who otherwise did not originate at the mobility hub, would be prohibited access to the station. We have little faith that such a restriction can or would be maintained going forward. We believe that the gondola proposal is "the proverbial 'camel's nose in the tent". Regardless of how well intentioned UDOT and the political powers are, eventually, the political will to prevent "kiss and rides" and parking at the gondola will fail. This will result in new drop off zones, expanded parking structures, and continued worsening congestion at the canyon mouth, and beyond. We believe that this could result in delays far worse than they are today.</p> <p>Carrying Capacity and Other Issues</p> <p>The additional critical points regarding the future of LCC are related to but not directly tied to the UDOT EIS.</p> <p>Canyon Carrying Capacity</p> <p>When making changes to an existing current state there are desired outcomes and often undesired outcomes that can be anticipated or unanticipated. What do we want the canyon experience to be and how will any related decision impact that vision?</p> <p>Two key published drivers of UDOT's project are safety and reducing/eliminating traffic log jams/delays occurring on powder days. To what degree does a specific transportation choice introduce perhaps an unpublished objective: increase the number of visitors to the canyon?</p> <p>Snowbird and Alta have made public their belief that when their parking lots are full there is still plenty of capacity on the slopes for additional skiers. The comparative density standard they are applying is that of the ski experience found at California resorts which is greater than normally enjoyed here. The Forest Service leaves the management of the skier experience up to the respective resorts.</p> <p>Currently canyon visitor occupancy is indirectly controlled by the limited parking at the resorts, trailhead parking lots and whatever off highway space drivers can find. In many ways LCC's transportation challenges have helped slow use demand relative to an increasing population.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Craig Osterloh	Email
6101	<p>I am concerned that this plan benefits businesses that already earned oodles of profits over environmental factors and other outdoor recreation users other than ski/snowboard. Bottom line corporate greed. Please do not pass this plan.</p>	Michelle Stein	Website
6102	<p>Dear Sir/Madame,</p> <p>Across the valley from the Little Cottonwood Canyon we have already created an environmental damage to the mountains (Rio Tinto mining). NOW is perfect timing to preserve our nature as much as possible by choosing the least impactful option for the Wasatch forest. Adding daytime-variable toll to account for rush hours will help to reduce the uphill traffic (and PLEASE note that skiing has become very expensive activity, so less cars anyway). The least amount of concrete tunnel construction is the most preferred option for the forest. Please disregard the idea for gondola which will become an insult to already deteriorating landscape in LCC. Also as forest is susceptible to wildfires, it takes only one major wildfire disaster to ruin LLC attractiveness (for visitors) for many years.</p> <p>Thank you for considering my comments.</p> <p>Sincerely, Grzegorz Bulaj</p>	Grzegorz Bulaj	Website
6103	<p>I support increased bussing with road widening! A gondola would be the most expensive and destructive to the natural environment and the aesthetic.</p>	Lauren Macklin	Website
6104	<p>A gondola is the only way and will help with all of the car emissions.</p>	Nikki Magrath	Website
6105	<p>I like the option to implement more busses</p>	Kaylee Shobe	Website
6106	<p>enhanced roadway widening makes the most sense for both summer and winter usage and for an ever growing population in the valley.</p>	Lew Baker	Website
6107	<p>My vote is for increased bus service.</p>	Austin John	Website
6108	<p>None of these options adequately address dispersed recreation - until they do, none are worth considering. The enhanced bus with no additional road capacity is the only option worthy of further discussion. The less additional damage to the canyon we can do for the sake of the reSorts, the better. The gondola option seems like a joke that somehow slipped through? A giant gaudy gondola with visual impacts 24/7 to address a problem that occurs what, 30 days a year at most is complete overkill. Nobody wants to drive to get on a bus to get on a gondola anyway.</p>	TREVOR SCHLOSSNAGLE	Website
6109	<p>I advocate for the "Enhanced bus" option given that it is least environmentally-disruptive as well as least costly ; it likely will improve the air quality in surrounding areas, an important feature given the dangerously high levels of PM2.5 the Wasatch front experiences each winter. I am a physician and have seen the direct impact of poor air quality on adverse health outcomes. Whatever we can do to curb emissions (as vehicles are large contributors to air quality) is paramount.</p>	Dani Babbel	Website
6110	<p>I do not want Little Cottonwood to be altered permanently (widening roads/ Gondola) so that the ski resorts benefit for a fraction of the year. Both widening the road and adding a Gondola have irreversible damage that effects both rock climbing and hiking. I would much rather the the canyon close down to bus only during peak morning and evening hours for ski resort access.</p>	Ben Neilson	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6111	<p>Dear Utah Department of Transportation,</p> <p>I am a 20+ year full-time resident of Alta and as such have an interest in being able to access goods and services (airport, restaurants, visiting friends, grocery and other stores, medical appointments, etc., etc.) in the Salt Lake Valley. Currently, this is very difficult and inconvenient on weekend/holiday afternoons/evenings due to the heavy traffic. The slow moving/idling traffic is also an environmental hazard. In addition, the parking on the side of the road, including the parking on the North side of the road at White Pine in the summer, is a danger to users of the road.</p> <p>I do not support the construction of the gondola as it is proposed. The gondola will not start at a major park-and-ride lot, necessitating a 3-step journey for skiers (residence to park-and-ride, park-and-ride to gondola, gondola to resort). Realistically, I do not see many people doing this over just driving their car up LCC. In addition the gondola will not be stopping at the intermediate trailheads and will not be running in the summer. I see it mainly as a marketing gimmick for the resorts at taxpayer expense.</p> <p>I drive an EV myself and I am in favor of zero-emission busses on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry users. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p>	Andrew Chandler	Email
6112	<p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p> <p>I support the Gondola effort for LCC. I believe it will be the best long term solution to avoid parking, traffic, and pollution problems. It will be a tourist summer destination, and address avalanche and road plowing concerns.</p>	Jim OCallaghan	Website
6113	<p>More buses! More buses and more frequently. NO to road widening; studies have shown it does not help ease congestion but instead increases it. More buses and more frequently. Cannot say it enough! Also, traffic at the base needs to be turned around and NOT allowed to sit. By turning cars around, essential personnel (employees of LCC, BCC and first responders) may get through. A gondola in the future in addition to buses is okay but we first must get people used to not being able to take care up canyon. Banning cars that don't belong to employees or canyon residents on weekends and holidays is also a good start.</p>	Marissa Linback	Website
6114	<p>please do not widen the road/ instal a gondola changing the canyon permanently.</p>	Ben Hanna	Website
6115	<p>Please do not instal a gondola or widen the road, this will ruin the canyon for many of its users</p>	Ian Hanna	Website
6116	<p>I am a Salt Lake county resident and I oppose new construction in little cottonwood canyon (options 2 and 3). These proposals are both extremely costly and will adversely impact year-round recreation in the canyon for a seasonal benefit. Expanding bus service is my preferred solution.</p>	John Chamberlin	Website
6117	<p>Do not widen the road, and please of not instal a gondola. both of these options will change the canyon for ever in a negative way</p>	cynthia hanna	Website
6118	<p>No gondolas please!!</p>	Francis Higgins	Website
6119	<p>Enhanced bus, no road widening!!! The investment needed alone should tell us busses are the way to approach this! No to the gondola! No to destroying our beautiful canyon, carved by glaciers over thousands of years! No to catering to the elite who want to maximize their convenience over residents' quality of life. If there is just a three-hour peak window in which the majority of the traffic seeks to access the canyon this is like using a sledgehammer to kill a fly. We can do better, we must do better! Keep the canyon intact address the problems that exist with as a light of a touch as humanly possible.</p>	Erica Marken	Website
6120	<p>Of the 3 proposals, I am most in favor of alternative #1. I prefer this proposal because of the lower capital costs, inclusion of show sheds to help with avalanche control, and no widening of the canyon road. HOWEVER, as a resident of the area, I OPPOSE SIGNIFICANT WIDENING OF WASATCH BOULEVARD.</p>	Paul Hudson	Website
6121	<p>I'm in favor of option 1, supplying more bus transportation. I'm strongly AGAINST option 2 because it endangers the Little Cottonwood Climbing area. Many bouldering zones are very close to the road, and expanding SR 210 could permanently damage this climbing area. Opposed to option 3 because a gondola will be a blemish on a beautiful canyon. Many people of Salt Lake find escape from the city in the nature and views of Little Cottonwood, and a gondola would be a thing impossible to ignore. Finally, I'm frustrated that the ski resorts are taking no responsibility for the problem they create. Alta and Snowbird should shoulder a significant portion of the cost.</p>	Nathaniel Coleman	Website
6122	<p>Please do not widen the road or install a gondola. Enhanced bus Without road widening is the only real option.</p>	James Morgan	Website
6123	<p>Hello! I encourage you guys to choose option #1 as it has the least amount of impact on the beautiful nature that we in Utah are known for. Any of the other options would also be detrimental to some of the climbing access that many people i Salt lake recreate on frequently. Please keep the climbing and hiking community in mind as you make the decision. This constituent really urges you to consider option #1.</p>	Anna Hayes	Website
6124	<p>I tend to agree mostly with the copied comments from an opinion with "Save our Canyons".</p> <p>"If we simply invested less than a quarter than is being proposed in some of these options, \$50 million to \$100 million in buses, transitioning 50-70% of the people out of their vehicles and onto transit well before the mouths of the canyons; if we altered behaviors by not allowing cars to line up, implemented a toll that encouraged 4 people per vehicle, ticketed vehicles for having ill equipped tires, and enforced no roadside parking as should have been done years ago – we could make a bigger dent in the dreadful traffic woes caused by cars and would have to build nothing more in our canyons. Give it an earnest 5 -10 years, actually funding it like you want to solve the problem. We can continue to investigate long term solutions in the interim. All we know for sure is that the options before us right now, completely fail the users and the environments in the Wasatch, destroying the values that make this place special."</p>	Jake Immonen	Website
6125	<p>As I understand the proposal the point of the project isn't to add more people getting up the canyon, the point is to alleviate the number of people who are already try to get up there. If we were talking about trying to get more people up the canyon the gondola may be a good option as the same amount of people could be on the road with more on the gondola, but it mainly benefits Alta and Snowbird who do nothing to pay for the bill (yet of course Snowbird supports the gondola). Anyone who's ever gotten caught in the snake knows that the bottleneck is usually outside the canyon, i.e. Wasatch Blvd, so the obvious solution is to have less cars congregating to Wasatch Blvd when it snows or on weekends. This could be done with better bus infrastructure systems that take people quicker and easier from different places around the valley. With that said I think all three situations should be reconsidered and re-evaluated. But given that there are only three options, I'd have to say I support an enhanced bus system with no highway widening as it is an immediate start and can be built on to have a better bus infrastructure system. I love resort skiing, BC skiing, running, and climbing in LCC and would love to see a solution implemented that has a benefits for everyone who enjoys LCC instead of just Alta/Snowbird. Thanks for allowing public comment.</p>	Kathy Howell	Website
6126	<p>No, to more pavement, more cars, more pollution, less safety and decreased quality of life on Wasatch Blvd.</p> <p>Please add An option to your transportation plans for Big and Little Cottonwood Canyons. Please increase public transport on existing roads. The natural beauty and habitat of our canyons can't be replaced once it's been developed. Please don't increase road capacity or put in a gondola. We just need reliable bus service. It's worked for National Parks to use shuttle service and it would be good to consider it here. Thank you.</p>	Jen Sather	Website
6127	<p>After very careful and thorough consideration, UDOT should move forward with an increases bus service and snow sheds with no road widening or gondola. A gondola would certainly be beautiful and breathtaking (and perhaps win us the Olympics), but would be environmentally damaging. I am also concerned about the safety of the gondola. Ski lifts tend to break down at least once a year if not more, even if brand new. This leads to a large problem with the possibility of a evac. Who would be responsible? Would it be Alta and Snowbird ski patrol? The other thing to consider is the overall lift maintenance and lift operator cost. At each station, lift operators would be needed, and there would need to be experienced lift mechanics available 24/7. These mechanics would also need easy access to every tower. The gondola, though beautiful, is neither cost effective or efficient. The gondola also does not meet the requirements with LCC's avalanche paths. Each of the lift towers and angle stations would be susceptible to large avalanche damage.</p> <p>A wider road way is the most expensive option. While it does increase traffic and bike friendliness, it is too expensive and has too large of an environmental impact. Keep in mind the changes we make to LCC now, will still be visible in 200+ years.</p>	Sean Parent	Website
6128	<p>As far as tolling goes, that is a smart idea. By converting both LCC and BCC roads to toll roads, not only can UDOT fund the project, but they can also enforce the traction law. This past season UDOT experimented with a new sticker program that certified cars that passed inspection. What if we go further. Every year car owners in the state of Utah have to renew their registration. Well what if we added an about \$150 optional fee. This fee would work as a summer and winter pass for the canyons and would also certify the car AND the driver as following the traction law and knowing how to drive in snow. The driver would have to pass a written or perhaps powerpoint test to get the certification and the car would have to meet all aspects of the certification. Then, the driver would receive a custom license plate with the UDOT winter sticker on it. Then when the driver approaches the toll booth, either the operator or an automatic scanner sees the license plate and lets the car go through. Now maybe that fee is \$200, but it needs to be under \$250 for people to stay interested.</p> <p>Thank you.</p> <p>The Gondola Plus La Caille Base station is the best solution for Little Cottonwood Canyon from a transportation, environmental and financial stand point. I urge you to move forward with this proposal. Thank you for your consideration.</p>	Hans Fuegi	Website
6129	<p>EIS LLC comments</p> <p>I am against the 3 proposed solutions to the Little Cottonwood Canyon traffic issues. The main reason is that the proposals for bus only operate the buses in the winter. UDOT is essentially suggesting giving the Canyon ski resorts around \$400 million dollars in services and projects!</p> <p>The buses are proposed to only operate in winter due to the observation that they don't see traffic like in winter. The gondola was supposed to be for winter only but you say that it will depend on the survey. Again, UDOT is suggesting hundreds of millions of dollars in services and projects for ski resorts (and Canyon Center or other development parking garages). I do not believe that most Utahns will appreciate that and it really is not a solution. I agree that the gondolas will interfere with avalanche control.</p> <p>I also agree that the priority should be snow sheds first (big enough to handle extra large buses). The second priority should be to expand the shoulders which should be used for a separated bike lane. The third priority should be to expand parking with restrooms next to trails. 6 million visitors need more than a handful of restrooms. The fourth priority should be to provide weekend bus service that stops at trails. That will prove use of transit is possible. UDOT should not be removing 200 out of 900 parking spots to force transit use. Transit is probably going to be unused for the next ten years and UDOT should never ever discourage use of personal vehicles (or give up and disband). And UDOT should make it clear that ski resorts, through an assessment, should pay for the projects and services (services in winter).</p> <p>I am against tolling which discourages personal vehicle use. It's use in winter will result in a backlash against ski resorts, which Utah is marketing. Why market services if they create congestion is the argument.</p> <p>Again, the EIS should provide a priority list that has snow sheds, soft shoulder separated bike lanes, expanded parking and many more restrooms, test weekend bus service (with expanded bike storage and maybe even topless tourist buses) to see what it will take to get people to take transit. Spending tens of millions on parking garages at the mouth of the canyon should not be done without confirming people will use the buses. And parking garages for winter bus use effectively gives developers tens of millions for a few months of use.</p>	George Chapman	Website
6130	<p>George Chapman</p> <p>Option of only additional buses is the least impact on the canyon. Limiting private cars reduces traffic! There is no guarantee that widening roads and gondala installation will mitigate traffic!</p>	Erica Lee	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6131	<p>I am against the 3 proposed solutions to the Little Cottonwood Canyon traffic issues. The main reason is that the proposals for bus only operate the buses in the winter. UDOT is essentially suggesting giving the Canyon ski resorts around \$400 million dollars in services and projects!</p> <p>The buses are proposed to only operate in winter due to the observation that they don't see traffic like in winter. The gondola was supposed to be for winter only but you say that it will depend on the survey. Again, UDOT is suggesting hundreds of millions of dollars in services and projects for ski resorts (and Canyon Center or other development parking garages). I do not believe that most Utahns will appreciate that and it really is not a solution. I agree that the gondolas will interfere with avalanche control.</p> <p>I also agree that the priority should be snow sheds first (big enough to handle extra large buses). The second priority should be to expand the shoulders which should be used for a separated bike lane. The third priority should be to expand parking with restrooms next to trails. 6 million visitors need more than a handful of restrooms. The fourth priority should be to provide weekend bus service that stops at trails. That will prove use of transit is possible. UDOT should not be removing 200 out of 900 parking spots to force transit use. Transit is probably going to be unused for the next ten years and UDOT should never ever discourage use of personal vehicles (or give up and disband). And UDOT should make it clear that ski resorts, through an assessment, should pay for the projects and services (services in winter).</p> <p>I am against tolling which discourages personal vehicle use. It's use in winter will result in a backlash against ski resorts, which Utah is marketing. Why market services if they create congestion is the argument.</p> <p>Again, the EIS should provide a priority list that has snow sheds, soft shoulder separated bike lanes, expanded parking and many more restrooms, test weekend bus service (with expanded bike storage and maybe even topless tourist buses) to see what it will take to get people to take transit. Spending tens of millions on parking garages at the mouth of the canyon should not be done without confirming people will use the buses. And parking garages for winter bus use effectively gives developers tens of millions for a few months of use.</p>	George Chapson	Email
6132	<p>UDOT Project Team members,</p> <p>Thank you for the opportunity to comment on the proposed draft transportation alternatives for the Little Cottonwood Canyon EIS. Attached is a letter representing comments from Salt Lake County Mayor Wilson.</p> <p>Please feel free to reach out if you have any questions or need further information.</p> <p>Helen</p>	Helen Peters	Email
6133	<p>Thank you for the opportunity to comment on UDOT's Little Cottonwood Canyon Environmental Impact Statement Draft.</p> <p>This will be my 25th ski season in Utah (I moved here in 1996 from NY) and I have seen incredible change both in the canyons and in the Salt Lake valley over time. We are Alta/Snowbird and backcountry skiers, climbers and mountain bikers. My two teenage sons have grown up in Little Cottonwood Canyon; it is our sanctuary and we want to preserve its natural beauty.</p> <p>I suggest we start by leveraging some of the resources that exist today to expedite a solution, with additional environmental impact studies to follow. The most immediate impact can be made by greatly enhancing the UTA bus service, however the busses must emit zero emissions in an effort to limit the anthropogenic climate change that is occurring as a result of the population explosion in Utah and ultimately, in our canyons. The busses should also have employees well trained in driving up and down snowy canyon roads as well as be equipped with snow tires and/or chains.</p> <p>With the increase in zero emission UTA busses there should also be some consideration given to determining how to better leverage the existing lanes and a study on how an additional lane may be added in the future. As an example of how to utilize the current road, traffic can be directed such that there is uphill travel only during peak morning and downhill only during late afternoon hours on high impact days.</p> <p>It's important to bear in mind that not everyone in the canyon is going to Alta or Snowbird; each year there is an increase in the number of backcountry skiers and climbers enjoying the beauty of and recreating in Little Cottonwood Canyon. Deliberate thought should be given to how people can continue to easily access the Gate Buttress, Lisa Falls, Coalpit, Y-Couloirs, Tanners, White Pine, Superior, and Hellgate.</p> <p>Roadside parking should not be eliminated, as there will always be a need for people to drive their cars and park in the canyon. Trailheads need to be easily accessible. Additionally, an impact study regarding having bus stops at highly used trailheads may be considered. Increasing the UTA bus service in Little Cottonwood Canyon will require additional bus stops and parking along Wasatch Boulevard and 9400 South to allow more people to ride the bus and to accommodate the additional busses.</p> <p>It seems many individuals and companies are in favor of the proposed gondola system. I fear this will not only add more people to the canyon, it will change the beauty and possibly disrupt the natural habitat. The cost, environmental impact and impact to recreation should be more closely evaluated. We certainly don't want or need more people coming to the canyon for the novelty of riding up a gondola. The cost and time to build this solution is high and it will take years. We need a quick remedy now with continued solutions for the future.</p> <p>Based on the information provided related to the gondola, it sounds as though it will take people about 90 minutes to get to the resorts. Driving or taking the bus to a parking hub, waiting and then riding the gondola takes time. Not everyone that recreates in the canyon has the time to use on transportation each day. Recalling back to when my sons were young skiers on the Snowbird ski team, it makes me sad to think that families may have to take a gondola, with all that gear, to the resort. Much of our "family time" was driving up the canyon talking about the fun we were about to have and recalling our day while driving down the canyon. Further, the ski teams are released early from school and train every afternoon. Many of the ski racers carry all their gear and at least two pair of skis each day. Having to take all the extra time to get to the resort would make afternoon training impossible. Lastly, the schedule must be evaluated so that people can get down the canyon later in the evening or at night after having taken the gondola up during the morning or afternoon.</p> <p>As I mentioned initially, there has been an explosion of people in our state. However, there are really only perhaps 20 or 25 days a season in which the canyon is closed for avalanche mitigation later than about 8:00 AM and the traffic is really bad on those mornings. There are also days when driving down at the end of the day results in long waits (in the "red snake"). I've seen that cars without all wheel drive and snow tires are allowed to drive up, even when a storm is in the forecast. This is often what causes" an issue driving up and down. While there has been more of a police presence at the mouth of the canyon monitoring for all-wheel, 4-wheel and snow tires, there isn't enough being done to manage the cars and traffic. Many people are under the impression that all-wheel or 4-wheel is enough. It is not. Snow tires are an absolute necessity and the use of them must be enforced.</p> <p>In closing, I'd like to thank you again for the opportunity to share my perspective and encourage additional and deliberate thought and consideration be taken to minimize the environmental and financial impact of all proposed solutions.</p> <p>Sincerely, Ilene O'Reilly</p>	Ilene O'Reilly	Website
6134	<p>As a resident and home owner in the Wasatch Front and Salt Lake County, I would like to voice my support for the simpler public-transit alternative, i.e., Alternative #1, as described in the LLC EIS.</p> <p>My choice is based upon these considerations:</p> <p>Given that Little Cottonwood Canyon (LLC) is a unique natural resource within proximity of over 1 million residents, and receives millions of visits per year – preventing further development of large-scale structures within the canyon should be prioritized, thus another gondola-type development is in the wrong direction. Better planned, and more accessible, public transport from throughout the SL valley could also lower the impact on Wasatch Boulevard and the parking crisis which exists at the mouth of both LC and BC canyons.</p> <p>By some assessments only 10 days per year actually overwhelm the uphill capacity of current alternatives. Therefore greater volume of bus and public transport could greatly alleviate the vehicle congestion, if provided in an efficient manner. The gondola alternative would seem to create different traffic jams (at the access and transfer points) at enormous cost, and irreversible cost to the landscape and ecology of LLC, and may not even be used at all in the non-winter months.</p> <p>Any transportation solution should be flexible enough to serve the many destinations, and many activities in the canyon, beyond the two resorts. The resort traffic, which admittedly drives the worst traffic situations in the winter, is overall not the greatest public utilization of the canyon. All the many other activities documented in the EIS are important for an improved transport system to serve, all year long.</p> <p>It is also true that, from our vantage in 2020, we are not able to predict exactly how the transportation needs will evolve, so the most flexible alternative should be favored.</p> <p>A liability of the gondola alternative, I did not see discussed in the EIS, is the potential disaster in the event of a power outage in the canyon (which I suspect happens nearly every year for short periods). How could all the passengers on 30, or even 15, full gondola cars be evacuated, in event of a power outage? Not without an enormous, expensive, and potentially dangerous rescue operation.</p> <p>There are other objections I have to the breadth of the EIS, i.e., how can LLC's problem be addressed without considering all the Wasatch Front canyons? But for now, please consider my choice of the three options offered.</p> <p>A concerned citizen, Peggy Riedesel</p>	Peggy Riedesel	Email
6135	<p>After looking at the proposed solutions, I am writing to submit a comment in support of the gondola plus LaCaille base station. It will reduce traffic in the canyons, and eliminate the need for harmful road widening. I believe the gondola has many positive outcomes as compared to the bus solutions, whose construction solutions, including the snow sheds, will be much more destructive.</p>	Alexa Kalandiak	Website
6136	<p>I support the Enhanced Bus Transportation Option for LCC (and hopefully BCC). A major factor that needs to be address regardless of which route is taken is the parking at the base of the canyons and bus stops. They already get parked out on weekends or high traffic days in the winter. If any of these propositions are to be successful the parking spaces need to be increased drastically at all major bus hubs!</p> <p>Hi and thank you for all the work you've put in to date to secure a great future for LCC!</p>	Remy Smith	Website
6137	<p>I'm in favor of Enhanced Bus with Roadway Widening for Peak Period (Shoulder Lane).</p> <p>Looking forward to the improvements! Have a great day!</p>	Christopher Smith	Website
6138	<p>A gondola is a horrible idea, it will ruin the atmosphere and general feel of the canyon.</p>	Colin Lunetta	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6139	<p>To whom it may concern,</p> <p>I'm writing to comment on the alternatives proposed by the LCC EIS. I don't believe any of the alternatives proposed would benefit the cottonwood canyons, and would negatively alter the character and natural beauty of the canyons.</p> <p>1. The gondola idea is a monstrosity. It would completely alter the character of the canyon, and would do little to actually get enough people during the 3 peak hours of congestion on powder days. If it can only transport 900 people an hour, and on peak days there are 21,000 people trying to get up the canyon, then it will clearly fall short. With the huge parking lot at the bottom, it will just push the driving problem down the canyon, not solve it.</p> <p>2. The enhanced bus options are good, but I have great concerns about the construction of avalanche sheds and berms.</p> <p>One of the most impactful things that could solve the congestion problem for Little (and Big) Cottonwood Canyon is to invest in UTA's ability to enhance bus ridership starting in the valley and disincentive driving. Charge tolls, enforce carpooling, and make snow tire laws stricter. Make streamline bus routes that don't make frequent stops so people will actually ride them.</p> <p>Building a bunch of new infrastructure in LCC won't solve this problem. We need to expand bus services throughout both canyons and the city.</p> <p>Thanks you,</p> <p>Eric Balken</p>	Eric Balken	Email
6140	<p>I appreciate the efforts to address the Little Cottonwood Canyon transportation issues as the last few winter seasons have proved we are at a point where the current system simply does not work. I support the gondola project in hopes that it will reduce vehicle traffic in the canyon and improve air quality in the salt lake valley. While buses would be the easiest to implement, they are only a short term fix to a problem that has been discussed for decades. Avalanches and heavy winter snowfall will continue to wreak havoc on the winding, narrow road, regardless of snow sheds or other infrastructure. While the gondola project is not perfect, it is in my eyes the most realistic solution to address the growing visitation of Little Cottonwood Canyon.</p>	Ben Emery	Website
6141	<p>Please choose the gondola option.... plan ahead for the next 50 years!</p>	Mark J Fischer	Website
6142	<p>I am in favor of a Gondola with a La Camille Base Station. I would also like to see UDOT have MANDATORY Traction Control Rules in effect for all vehicles from November 1 to May 31. In addition, I would like to see UDOT implement a toll tag system for Little Cottonwood Canyon which might encourage more carpooling.</p>	Buster Fitzgerald	Website
6143	<p>Please prioritize public transit options rather than widening lanes and increasing traffic in the LCC.</p>	Shannon Conk	Website
6144	<p>The least impact to the canyon environment is what I support. The Enhanced Bus Alternative without widening roads I believe accomplishes this best.</p>	James DeSpain	Website
6145	<p>Favoring Enhanced Bus Having used public transportation for 20 years in a major city, I know it can be a great option given that it is: Safe; Reliable; Convenient; Economical The bus system in place lacks these as I ride daily.</p> <p>Suggestions for improvement: Adhere to schedule; Express buses to Alta and Snowbird; Multiple starting points throughout Salt Lake using Little Cottonwood park& ride as a hub/ transfer to canyon specific express busses that run continuously.</p> <p>These improvements could be implemented immediately without any infrastructure improvements. Results could be analyzed quickly.</p> <p>Tolling on Hwy 210 would increase the economic advantage of bus ridership.</p> <p>There are relatively a small number of big snow days each year when the traffic in the canyon backs up. 95% of the time there is little or no delay getting up the canyon, and midweek there are usually minimal parking issues.</p> <p>Gondola (Almost as dumb of an idea as the train) So, you are saying you want me to spend a lot more money to wait a whole lot longer to ride a gondola? There are so many problems with this gondola idea, I'm not sure where to start. But let's start with money...</p> <p>Costs per Rider Any idea of how much it is going to cost to ride the gondola per person? \$10? \$20? Each way? I would love to see your model for how you think this is going to pay for itself. Are your estimated operating and maintenance costs taking into account the losses you will likely incur from low ridership? Are our tax dollars subsidizing this goofy project when you can't get enough people to ride? So, how much would it cost for a family of 4 to take the bus and gondola up and back to Alta for a day? \$80-\$120? Is this a sustainable model if you only end up having heavy traffic on it for 10-20 days per ski season? I highly doubt it.</p> <p>Time to get there (and back) Once I reach the mouth of the canyon, in my car, it takes me an average of 10 minutes to reach Snowbird. Your estimated times to ride the gondola are 5 or 6 times longer than that (even longer for those continuing on to Alta). That makes absolutely no sense to me, especially if I only want to go ski for an hour or two.</p> <p>One of the reasons tourists enjoy coming to Utah to ski (I've talked to many over the years) is because (unlike Colorado), they can get from the airport to a handful of resorts in less than an hour. You are talking about (at least) doubling that time. So, who exactly are you marketing to? Tourists? Locals? Gondola enthusiasts?</p> <p>Wind Delays The Snowbird Tram closes regularly due to high winds in the canyon. What are the wind tolerances for your proposed gondola? So, what happens when winds shut down the gondola and you have busses dropping off hundreds of people at the gondola base station?</p> <p>More Bottle-Neck! Some of the proposed Gondola plans that I have seen include large parking structures at or near the mouth of LCC. So, essentially, you want to take a natural bottle-neck area and put a cork in it! Parking structures will be a nightmare on busy mornings causing even more delays as people try to navigate to a parking space in a multi-story parking structure.</p> <p>Disneylandification of LCC How much are Snowbird and Alta going to chip in to build and maintain this 'Disneyland' Ride up our canyon? Those are really the only two Of course the resorts want the gondola. That is just one more neat attraction that will help differentiate their resorts and attract more people. They don't care if very few people ever use it or that it will never pay for itself. For the resorts, it's just a really cool looking marketing brochure. The problem is that the rest of us, living down in the valley, are paying for their marketing budgets...in perpetuity!</p> <p>Snow Sheds This one is a no-brainer. Yes, we need snow sheds! Most of the closures in the canyon are due to avalanche mitigation and cleanup. The snow sheds could dramatically reduce the amount of time the canyon is closed. These closure delays also tend to coincide with large storms which attract the most number of people to LCC...so it is a win/win. I have seen snow sheds used successfully in Canada (Banff National Park). Build them, already!</p> <p>Extra Lanes and Busses I don't believe we need additional lanes all the way up the canyon. It might be nice, but I understand there are a number of places where it would be difficult or cost prohibitive to add another lane. You could add another lane up most of the canyon, however, which could alleviate a lot of problems, including additional passing lanes.</p> <p>The first up-hill passing lane in LCC is over 4 miles up the canyon. On heavy snow days (and heavy ski days) traffic flow up the canyon is reduced by the 'weakest link'. The weakest link includes non-4WD vehicles that struggle on wet, slippery roads, large/slow trucks, inexperienced winter drivers, cars with poor tire tread, etc. Only one of these weakest link scenarios can back up the entire canyon. Having more up-hill passing lanes will enable slower traffic to move over and allow other vehicles to pass and keep traffic flowing.</p> <p>Busses are also the most scalable option. Schedules can be adjusted (or eliminated) depending on demand. Building, running and maintaining a gondola has high sunk and fixed costs. The ability to adjust schedules and expenses to meet demand is just not possible.</p> <p>Other options to consider:</p> <ul style="list-style-type: none"> • How about building a bus Park & Ride near 9400 S 2100E in the old ShopKo parking lot? • Why are we never asking the question about the capacity of Alta and Snowbird? There are only so many people that can safely be on the mountain. Figure out how many people you can have on the mountain and then come up with a parking and public transportation plan to match that capacity. • Anecdotally, I have noticed a significant increase in traffic and skiers since the resorts implemented the IKON pass. Maybe we should be looking at how resorts are marketing their products and if they are negatively affecting our traffic flows. 	TMP	Email
6146	<p>Disneylandification of LCC How much are Snowbird and Alta going to chip in to build and maintain this 'Disneyland' Ride up our canyon? Those are really the only two Of course the resorts want the gondola. That is just one more neat attraction that will help differentiate their resorts and attract more people. They don't care if very few people ever use it or that it will never pay for itself. For the resorts, it's just a really cool looking marketing brochure. The problem is that the rest of us, living down in the valley, are paying for their marketing budgets...in perpetuity!</p> <p>Snow Sheds This one is a no-brainer. Yes, we need snow sheds! Most of the closures in the canyon are due to avalanche mitigation and cleanup. The snow sheds could dramatically reduce the amount of time the canyon is closed. These closure delays also tend to coincide with large storms which attract the most number of people to LCC...so it is a win/win. I have seen snow sheds used successfully in Canada (Banff National Park). Build them, already!</p> <p>Extra Lanes and Busses I don't believe we need additional lanes all the way up the canyon. It might be nice, but I understand there are a number of places where it would be difficult or cost prohibitive to add another lane. You could add another lane up most of the canyon, however, which could alleviate a lot of problems, including additional passing lanes.</p> <p>The first up-hill passing lane in LCC is over 4 miles up the canyon. On heavy snow days (and heavy ski days) traffic flow up the canyon is reduced by the 'weakest link'. The weakest link includes non-4WD vehicles that struggle on wet, slippery roads, large/slow trucks, inexperienced winter drivers, cars with poor tire tread, etc. Only one of these weakest link scenarios can back up the entire canyon. Having more up-hill passing lanes will enable slower traffic to move over and allow other vehicles to pass and keep traffic flowing.</p> <p>Busses are also the most scalable option. Schedules can be adjusted (or eliminated) depending on demand. Building, running and maintaining a gondola has high sunk and fixed costs. The ability to adjust schedules and expenses to meet demand is just not possible.</p> <p>Other options to consider:</p> <ul style="list-style-type: none"> • How about building a bus Park & Ride near 9400 S 2100E in the old ShopKo parking lot? • Why are we never asking the question about the capacity of Alta and Snowbird? There are only so many people that can safely be on the mountain. Figure out how many people you can have on the mountain and then come up with a parking and public transportation plan to match that capacity. • Anecdotally, I have noticed a significant increase in traffic and skiers since the resorts implemented the IKON pass. Maybe we should be looking at how resorts are marketing their products and if they are negatively affecting our traffic flows. 	Valerie Winwood	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6147	<p>Of the three options, I believe the gondola to be the best.</p> <ul style="list-style-type: none"> -Least disruptive to the environment, a little unsightly but fitting and cool. -Operable during storm events. -Easy to market and obtain ridership. -No disruption to roadway and more importantly the watershed. -Sets the stage for the future. <p>The challenge is the MAJOR shuffle it will require to participate. A solution that includes a base station location that has a parking lot and amenities would push this from novelty to success. The private development group's land although a step in the right direction, still doesn't seem best as it doesn't have access from both LCC Road and Wasatch. A better option would be the Tree Farm Property as it has access to both Little Cottonwood Road and Wasatch Blvd. I believe this would accommodate busses and traffic more efficiently. Better yet would be to locate it on 9800 and Wasatch at the Earth Quake Park. This location would be in better alignment and provide better access for busses.</p> <p>My personal experiences riding the busses on storm days have been miserable. I have my fingers crossed that I don't end up reading about a tragic slide out.</p> <p>The gondola adds another tool to our quiver, it opens up egress during events that close the road.</p> <p>Would like to see better bike lanes and safety for pedestrians throughout the length of the study area. Not a fan of excessive widening of Wasatch Blvd. would rather see solutions that promote mass transportation and alternative modes of transportation. I would like to see 35 MPH throughout the length of the study area. A variation of Sandy's Wasatch Blvd. is preferred vs. the belt route. People want recreation and access to recreation not traffic going 50 mph.</p>	Jon Koenig	Website
6148	I prefer the option of enhanced bus with roadway widening. As a skier and cyclist I like the benefit of a dedicated cycling and pedestrian lane in the warmer months, since traffic up the canyons has exploded in recent years and it's become unsafe for cyclists. I think the gondola alternative is unrealistic, with a longer time to reach the resorts, likely peak usage only on a few days in winter, and need for parking structures and transport to the gondola. I believe the roadway widening will have a higher return on investment for canyon usage with additional non-motorized users year round, despite the higher up front capital and ongoing costs.	Dan Chace	Website
6149	Hi, my concern is spending large amounts of taxpayer money to help two private businesses accommodate more guests at the cost of other user groups. Why not mandate bus travel for non residents and non employees during peak use periods and provide more parking down low. It seems like Alta and Snowbird should provide alternatives and funding then present them to the county and public for approval.	Kyle George	Website
6150	I support the option for enhanced bus services without road widening in LCC. I don't support any plan that would disrupt more recreation areas and wildlife.	Dalton Remigi	Website
6151	We must preserve and protect Little Cottonwood Canyon. Please consider transit option 1 to keep access available to all users of the recreational area.	Liam Myers	Website
6152	Please save our canyon!! ♥	Susie Hanson	Website
6153	I'm in support of the Little Cottonwood Gondola. As a yearly Snowbird pass holder this would help greatly in moving people up and down the congested canyon.	Riley Young	Website
6154	<p>I am a snowshoer, biker, and hiker who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I agree with the Wasatch Backcountry Alliance's comment in full, but I will highlight a few of the most pertinent points to me in my comment.</p> <p>I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low- or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC.</p> <p>LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure.</p> <p>Additionally, busses will provide service to more users than a gondola. The gondolas will only stop at the ski resorts, which does not help alleviate overcrowding at other parking lots and does not benefit any of our other tax paying recreationists. A gondola would essentially be a tax-payer funded ski lift solely to the benefit of the corporations that run Alta and Snowbird. Buses would not only be more environmentally friendly, cost friendly, and flexible, they would also serve a greater percentage of our recreationists.</p> <p>As a hiker and biker, I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>I also support incentives to get cars off the road year-round in the canyons, such as increased parking costs at the resorts and tolls for road access. I am a strong proponent of the idea that the people using services should be the ones paying for them, and as a frequent user of LCC, I would gladly pay my part to continue to access this great public land. After all, this is public land, not Alta/Snowbird land, and a solution should be chosen that benefits the entire public, not a select few.</p> <p>I strongly oppose the gondola as I do not believe the benefit will be worth the cost financially or environmentally.</p> <p>Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can alleviate the traffic issues with the infrastructure that is already in place.</p>	Brian Bass	Website
6155	I am in full support of the Gondola!	Jenessa Young	Website
6156	We do not want to turn Wasatch Blvd. into a Bangerter Highway .	Sheila Benson	Website
6157	The gondola sounds like a very viable option to relieve our very over burdened canyon roads. Please make this happen.	Bradley Beecher	Website
6158	Please please please do not destroy the rock climbing and bouldering areas as you are building this!!! Little cottonwood canyon is one of Utah's best climbing areas and attracts climbing tourists from all over the world!	Julia Payton	Website
6159	I'm supporting the gondola project, as a yearly Snowbird pass holder this would greatly help the busy congressed canyon. In the future this could also greatly impact the travel between all Salt Lake City ski areas and Park City's	Riley Young	Email
6160	<p>After all of that work, these are the three options? Awful! Let's address regional transportation issues and have the LCC solution fit within this regional approach. This limited scope EIS presents three options all of which are thinly veiled give-aways to Snowbird and Alta. If the transportation will stop nowhere but at Snowbird and Alta have the resort owners pay for the solution and they can pass the cost along to their winter customers. Why are tax payers paying for resort-only transit?</p> <p>Parking Hub:</p> <ol style="list-style-type: none"> 1) The number of parking spots at the Hub is ludicrously low compared to the carrying capacity of the either the Gondola or the enhance buses. 2) We need several parking hubs dispersed throughout the valley including near the population centers in SLC, by Millcreek Canyon and Exit 6. 3) "smart" parking technology at any parking lot such that people can make reservations, forfeit the reservation if they don't arrive by a certain time; have visibility if any parking exists to prevent cars looping around the parking in search of parking spots that don't exist <p>Public transit to the ski buses</p> <ol style="list-style-type: none"> 1) Need to have reliable transit lines that carry skiers to the ski bus 2) The ski bus should only go up/down the canyon in order to maximize these expensive, rugged winter mountain-ready buses. 3) Season pass holders can use these feeder transit lines for free 4) Extend trax red line all the way down Wasatch at least to the gravel pit; this extension can also serve to ease traffic from the eastern benches to the University of Utah, and downtown; these two areas are growing at an enormous rate and yet they are NO reliable transit to either from the eastern benches. Why is this? <p>Ski buses with designated passing lanes</p> <ol style="list-style-type: none"> 1) Let's have passing lanes that are for buses only –UTA access only. <p>Canyon fee and incentivizing carpooling. Please provide details on strategies for promoting carpooling</p> <ol style="list-style-type: none"> 1) How dynamic will the pricing be? Change hourly? 2) No charge if 4 people in the car; sliding scale below that with hefty cost for 1 person – e.g. \$25 on weekend/holiday/powder-day. Infrared sensor technology and automated tolling can facilitate this tiered tolling process. 3) Different rates for weekday vs weekend/holiday/powder-day 4) Charge non-Utah residents more since they are not paying Utah income tax that is effectively underwriting the transportation solutions. 5) Will fees start at the mouth of the canyon or above White/Red Pine TH? <p>Enforce snow tire, 4x4, tire chain, traction requirement every day in the winter season unless there is 0% chance of snow</p> <ol style="list-style-type: none"> 1) Accidents continue to happen when these are not enforced at the canyon mouth 2) Letting non-winter ready vehicles up the canyon in the morning has led to accidents when it snows later in the day. If the car can't handle changing mountain conditions they should never be allowed in the canyon in the winter. Period. <p>Snowshed: will these work? Or will the snow slow down and stay put directly on top of the snowshed? I am not a highway engineer, but I am an engineer. Is the roadside topography in BCC and LCC conducive to these very expensive strategies being successful? Or will they cause a headache when the snow stops just over them, risking failure. The engineers in the presentation could not address this concern.</p>	Sarah Inwood	Website
6161	<p>Thank you</p> <p>As the plan is currently laid out, certain climbing areas will be affected. The plan must be altered to preserve these locations</p>	Peter May	Website
6162	<p>Hello,</p> <p>After further review of the data, I would like to change my comment.</p> <p>At this time, a gondola is not necessary or advisable. It may be a good option in the future, but not right now.</p> <p>Thank you,</p> <p>Liza</p>	Liza Springmeyer	Email
6163	I spent my entire life recreating in LCC but beginning last winter my family and I made the switch to Sundance. We live 3 miles from the mouth of the canyon and on a weekend morning it takes us the same amount of time to drive to Sundance as it does to get to Alta due to the traffic. Out of all the options, the gondola makes the most sense. As you look around the world, particularly in the Alps and in cities like La Paz, Bolivia, gondola's have positively improved the ability of people to move around. The change I would make is have the gondola begin at 9400 S and Highland rather than try to bus people over from the gravel pit by BCC. Trying to bus people is going to add tons of time and you have a lot of parking space already at that intersection between 3 shopping centers. It also avoids the cost of building a parking structure.	Jonathan Campbell	Website
6164	This would be so much better for our canyon's air and environment, not to mention a great investment!	Allison Cowdell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6165	<p>Hi and thank you for your hard work on the LCC EIS. I have already submitted detailed comments and this is a summary of my view of the LCC EIS and some thoughts after hearing many others' comments. I will focus on the LCC section rather than commuter traffic on Wasatch Blvd.</p> <p>I believe that UDOT has correctly focused on the LCC EIS Purpose and Need to develop the Draft Alternatives. The problem that needs to be solved is the hours-long traffic backups in LCC (and across Wasatch Blvd) that primarily result from thousands of cars going to and from the ski resorts. There are many root causes of this problem: the road is steep and curvy, the road can be covered with snow and ice, the visibility can be bad due to snow and clouds, the road is sometimes shut down due to avalanche control explosives work or avalanches, some drivers are inexperienced at driving in the snow, some cars are not outfitted with four-wheel drive and snow tires, some drivers drive too fast for the conditions, and the number of cars trying to use the road is over its capacity. The combination of a few of these factors severely limits the mobility, reliability, and safety of the canyon road. These root causes can not be solved by road-based solutions alone, as it only takes one slow vehicle or accident to shut down or limit mobility, safety, and reliability in LCC.</p> <p>I would like to make some additional comments concerning other stakeholders' concerns that I have heard:</p> <p>Some say this is a giveaway to the ski resorts at the expense of taxpayers. This is a public road transportation problem that needs to be solved by the public agencies. Our ski resorts are world-class ski areas that significantly add to the regional and state economy. The ski resorts may be willing to pay to operate a gondola if that was to be selected.</p> <p>Many commenters on the EIS Alternatives feel that adding to the roadway facilities (another lane or gondola) is not needed and that just increasing bus frequency can solve the problem. I do not believe that is true for several reasons, such as the number of large number of specially outfitted buses and drivers needed, the difficulty of adjusting bus schedules to day to day demand fluctuations, and the fact that one accident can close down the road.</p> <p>Many feel that the transit solution needs to be able to service the several trailheads along the road for dispersed recreation. While I agree that we should have transit vans or buses that service dispersed recreation, that is not the primary problem in LCC that needs to be solved. In LCC, the primary year-round recreation nodes are the ski resorts, and the White Pine Trailhead is only one mile from the Snowbird Center on an existing trail.</p> <p>Many feel that a ski resort destination gondola transit will not serve year-round recreation and that it would have limited operating hours. A transit gondola can certainly be operated year-round and from early morning to late at night.</p> <p>Some feel that the LCC solutions should be able to translate over to BCC. These two canyons are very different in geography, road length and grade, and the number of dispersed recreation sites. BCC solutions will likely be very different from LCC solutions.</p> <p>Many feel that road tolling needs to be specifically addressed in the LCC EIS. While I generally agree that disincentives to cars are needed, this could be addressed by parking fees at the resort parking lots and eliminating roadside parking as well as by tolling on the road. The topic of logistics of parking and transit to a gondola and vehicle disincentives should be fully discussed in the LCC EIS.</p> <p>Many feel that having to take a bus from a distant parking area to a gondola base with no parking will be a serious disincentive to its use. While I see the need to reduce resort traffic to the mouth of the canyon by not having parking at the gondola base, Wasatch Blvd. is not the root cause of that traffic problem, rather it is from backup from within the canyon. For year-round optimal use of the gondola and the cost of transit from mobility hubs to a gondola base, I see merit in a parking garage at the gondola base. Possibly it should have a substantial fee in the winter and be free in the summer.</p> <p>Thanks again-</p> <p>John Knoblock</p>	John Knoblock	Email
6166	<p>After further review of the information, I would like to change my earlier comment. At this time, a gondola is not needed and will cause only increased harm to the canyon. It may be a good option in the future, but for many reasons, it is not a good option now.</p> <p>Attached please find comments from UTA regarding the Little Cottonwood Canyon EIS Draft Alternatives.</p>	Liza Springmeyer	Website
6167	<p>Please let us know if you have any questions.</p>	Patty Garver	Email
6168	<p>I believe a gondola is the most appropriate solution for environmental reasons. I think a parking lot at the base of LCC should be considered as well.</p>	Jennifer Eden	Website
6169	<p>I am writing to state my support of Little Cottonwood Canyon EIS option 1 (enhanced bus service, snow sheds, NO road widening. The other options will significantly affect my ability to recreate in the canyon, particularly the option that utilizes a gondola. Widening the road will cause significant environmental impact to the canyon corridor, and I do not support that option either.</p>	John Evans	Website
6170	<p>It would be so much easier for tourists coming to ski on the greatest snow on earth to grab a train at the airport than any other mode of transportation. I can't believe anyone who's gone to Europe and used their rail wouldn't want MORE rail where they live! It takes so many cars off the streets! Not to mention people who want to be texting -if they are the driver! Rail would help for safety with that too. It seems like such a no brainer to use rail!!! I have so wish there were rail from Utah State (and/or any college) for my kids looking for rides to and from home. When Trax was proposed people thought it wouldn't be used, boy were they wrong! Trains are so convenient to use! Using rail as the transportation from the airport to the ski lifts is the smart option! Trains are so convenient to use! PLEASE! Realize this before it's too late.</p>	Nicole Killpack	Website
6171	<p>Thank you for taking the time to submit your comments for the Little Cottonwood Canyon EIS, these have been recorded and shared with the project team.</p>	Bradley Beecher	Email
6172	<p>I am in favor of increased bus service up Little Cottonwood Canyon with no additional lane capacity. The Gondola option sounds expensive and expensive to maintain. It also creates a negative impact on the canyon, including the climbing and hiking community. The extra lane will hurt the watershed. The increase bus service seems like it has the least negative impact and is the most beneficial option.</p>	Kimberlee Sieverts	Website
6173	<p>I am writing to state my support of Little Cottonwood Canyon EIS option 1 (enhanced bus service, snow sheds, NO road widening. The other options will significantly affect my ability to recreate in the canyon, particularly the option that utilizes a gondola. Widening the road will cause significant environmental impact to the canyon corridor, and I do not support that option either.</p>	Michele Evans	Website
6174	<p>Option 1 is the only acceptable choice as it has the least impact on the public lands used by many. Destroying public lands or limiting existing parking would be a tragedy --especially to serve two for profit businesses with tax payer money.</p>	Madisen Quesnell	Website
6175	<p>I just wanted to show my support for the gondola concept over the additional bus lane.</p>	Hayleigh Chavez	Website
6176	<p>This is a really exciting opportunity for both Salt Lake Valley residents and visitors to take advantage of this beautiful canyon. Buses and a gondola will be particularly great in the winter for people who don't have cars with snow tires or 4-wheel drive. I'm looking forward to these new transportation options!</p>	McKenzie Spehar	Website
6177	<p>I dare you to make a change bet you want.</p>	Stanton Mayer	Website
6178	<p>I oppose gondola option. I prefer more buses. I admit that I generally drive up though with at least 1 other person to either Alta or Snowbird during ski season and drive up in the fall and summer to hike or just view the scenery. I live in Cottonwood Hts and one reason my husband and I moved here was for the closeness of the Cottonwood Canyons. Whatever plan is chosen should minimize environmental impacts. Encouraging car pooling and bus use and paying for parking are all ideas I support. Traffic is congested only during ski season, at certain hours, and during fresh powder days. So further consideration should be given to traffic mitigation on those days.</p>	rochelle kaplan	Website
6179	<p>I am strongly in favor of the enhanced bus option (no road widening). As long as sufficient investment is made in base parking options and resorts chip in with shuttle options for their staying customers, this makes the most sense. This option allows for some flexibility for winter users who do not only head to the resorts. A useful supplementation for this option could be closing the canyon to uphill vehicles (except for essential vehicles, residents' vehicles and buses) between certain hours (7am to 2:00pm or some such). For any of the options provided here to work best, some restrictions will have to be imposed on passenger vehicles in the canyons. Finally, if only LCC is paid attention to, our problems will not be solved. The enhanced bus option could be applied to BCC as well, whereas none of the other options could.</p>	Steve Downes	Website
6180	<p>I am against a gondola option as it will impact the aesthetic quality of the canyon. Additionally, it would serve less of a function in the summer season. I am in favor of enhanced bus service.</p>	Ryan Wadge	Website
6181	<p>As a almost annual visitor to SLC to ski I support the Gondola option as long as there is sufficient parking and EASY access to the Gondola at the base. This is the only option for providing service in almost any weather condition. I did read it would a 30 person Gondola car. I believe this is a mistake it should be a 8 seat car which more cars on the line. Granted renting 4 wheel drive vehicles is so expensive and even then they still do not have snow tires or chains I'm still in a bind when it snows and want to visit the LCC. It seems like the lift towers and terminals would have a minimal impact on the canyon itself. These gondolas could be linked to additional Gondolas in the BCC and to Park City in the future. The road is a constant maintenance issue and is always dangerous especially with snow and ice. Buses aren't immune to the conditions. Thank you.</p>	Nick Bomar	Website
6182	<p>I would like to share my support of the gondola versus the additional bus lane. I think it is important to consider the environmental impact of the additional busses as well as considering those who would not want to use a bus at all.</p> <p>Thanks</p>	Hayleigh Chavez	Email
6183	<p>Definitely in favor of the gondola option, plus La Caille base station. The first road option really doesn't solve the problem; it just adds more busses to the existing mess. The second road option ruins the esthetics, solves only 3 out of 64 avalanche paths, has a bigger environmental impact, and they'd still have busses getting stuck on the road -- for more money than a gondola. The LaCaille solution, or some means to provide access for people from the South is necessary to support people coming from Sandy and areas South so they don't have to go all the way up to the gravel pit at BCC (which people won't do). One low cost solution for people from the South is in addition to bringing buses from the gravel pit, to bring more busses from the large and not totally utilized lot at 2000 and 9400.</p>	Suzanne Calhoun	Website
6184	<p>After further review I am no longer a fan of the gondola. I think it will be an eyesore to the beauty of the Wasatch and thus turn it into more of a fairgrounds of sorts. I also think the increased times will cause fewer people to use it on less congested days. I think expanding the road is a poor idea. There is tons of evidence I'd be happy to gather that shows increased road capacity leads to increased traffic. I think the best plan would be to enhance the public transport system and limit single use vehicles in the canyon via a toll or by shutting it down completely. By not allowing general public traffic in the canyon the city and resorts can focus on having high captivity vehicles transport employees and guests up the mountains. NO GONDOLA. NO WIDENING ROADS. YES TO ENHANCED BUS SYSTEMS!</p>	Ari Marks	Website
6185	<p>I believe that the gondola alternative is the most viable option for long-term usage. The need to build infrastructure in the canyon for additional lanes seems intrusive. The inability to use busses during times of avalanche threat also seems to make that option questionable. It seems to be an ideal fit for a canyon that will be impacted by development—which should be limited in order to preserve the beauty of little cottonwood canyon.</p>	Mark Clawson	Website
6186	<p>I support the enhanced bus system with no road widening option and the gondola option. I do not support the widening in Little Cottonwood for the peak period plan. Thinking long term-- expanding a road will not be enough for this growing valley; it will only act as a bandaid.</p>	Patrick Sullivan	Website
6187	<p>First, this is a solution that the ski resort businesses should pay for since it is a solution principally for their benefit. Second, as such Alternative 1 is the preference. It allows for allocation of expenses to the beneficiaries. Make the resort businesses pay for the buses and maintenance. Then set fares to cover operating expenses. This alternative allows for scaling and adaptable management plans. For example the number of buses can be expanded, if need be, to increase peak times capacity. During peak times there could be a salty toll charged against a mandatory vehicle toll pass (e.g. EZ-Pass) to encourage multiple riders per vehicle and reduce road overcrowding. Other adjustments would be possible as they are needed or discovered. Alternatives 2 and 3 are undesirable because of their impact on the canyons landscape, their net increase in noise and air pollution, and their allocation of expenses to non-users of the canyons. Let the users and beneficiaries pay the freight. And by all means let the citizens drive the decision rather than UTA and the Ski Resort companies. Don't let the fox manage the hen house.</p>	gary harding	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	Nowhere in this EIS is there any mention of the things presented by UDOT at the Cottonwood Heights city council meeting July 2, 2019.		
6188	<p>Take a look starting at around 29 minutes. Why is none of this information part of the EIS?? Why is there no mention of 35MPH on Wasatch Blvd.?</p> <p>https://www.youtube.com/watch?v=RlpLUJkpZXQ&feature=emb_title&fbclid=IwAR1m7eIWShmArGG62Bn3Yd_hZLkXeYcyzkDYownmhrSV3rDC0lDeUQKrs</p> <p>UDOT was supposed to do something that has not been done anywhere in the state. UDOT leadership committed to make Wasatch Blvd. a gateway facility and work with the city to make this happen utilizing the CH Wasatch Blvd. Master Plan as a starting point. There is no mention of the CH Wasatch Blvd. Master Plan, no mention of Wasatch Blvd. being a gateway, no mention of reducing speeds to 35 MPH anywhere in the Little Cottonwood Environmental Impact Statement alternatives.</p> <p>Mayor Peterson and Councilmember Mikell both indicated this was a new relationship between the city and UDOT and told the citizens to be patient because we will see something new and exciting in the next 3 to 5 years. Mayor Peterson indicated he contacted Carlos B. at UDOT and confirmed these things would happen.</p> <p>Shame on UDOT for renegeing on your commitments to the city and citizens of Cottonwood Heights.</p> <p>Vince:</p>	Lynne Kraus	Email
6189	<p>Attached are WFRC's comments to the Little Cottonwood Canyon (SR 210) Environmental Impact Statement Draft Alternative Development and Screening Report.</p> <p>Thank you for the opportunity. It has been a pleasure working on this project and I look forward to continuing to work with you and the EIS Team.</p> <p>Thank you, Ned</p>	Ned Hacker	Email
6190	The Gondola plan may have appeal for some. However, it has the same problems for seniors and individuals with compromised immune systems that buses have, only perhaps more so. Most older people (who represent a large percentage of the local population) can't stand for an entire ride up the canyon in a jam packed conveyance, and they are medically prohibited from being in such an environment if they are on immunity suppressant medication. (Brighton's 3-person-occupancy parking lot policy completely discriminated. Moreover, the boarding hassle would be over the top, and any breakdowns would likely cause disruption of considerable magnitude, including fear and anxiety of passengers. Finally, the degradation to the canyon environment, albeit perhaps of less duration than that of decades of automobile pollutants, could be significantly damaging to the water shed. I favor option 2, although it, too, could create water shed degradation. Also, if a lane for buses means preference to buses it would again be discrimination against seniors and those with compromised immune systems.	Victor Blanton	Website
6191	<p>As an avid climber and non-skier, I see Option 1 (adding buses only) as the only viable way forward. This canyon holds incredible value to many recreationists beyond those interested in accessing private businesses (Snowbird and Alta). Additionally, spending tax payer dollars to increase access to said private businesses does not seem ethical or appropriate for the Salt Lake community as a whole. Please consider the first option of only supplementing additional bus systems instead of altering the canyon and negatively impacting other outdoor communities and the environment.</p> <p>Thank you for taking comments. I stand tense awaiting the decision you will make that will affect the future of our beloved LCC.</p> <p>Best, Kim</p>	Kim Moran	Website
6192	I think the gondolas are the best option, and will also allow for the least amount of headache. There have been to many times where I have taken gotten stuck waiting for avalanche control at the mouth of the canyon	Zach Clawson	Website
6193	NO GONDOLA! This will just give the resorts more money, turn more of the backcountry across the street into "alta side country" and it will just increase the hype around the canyons. We need a much better bus or public transportation system. I like the "bus only" lane addition for peak hours/days. I think this would be the best option to decrease traffic and still get skiers and snowboarders up there efficiently. Again, BIG NO on the gondola. Let's keep Utah wild and not turn it into a Zermatt.	Alec Finke	Website
6194	Option one because it minimizes impact for roadside parking the rest of the year. It is also the least destructive option to the canyon. Option 2 could always be implemented later if option one is not enough. Option three will ruin the natural views from all locations in the canyon.	Mike Ramsey	Website
6195	<p>The current plans as laid out in this EIS seem to ignore the diverse user groups that utilize LCC on a year round basis. Instead is solely focused on how to get as many skiers up the hill, four months out of the year, as possible. The impact it will have on other users that enjoy the canyon all year around, seems to be ignored or relegated to "here's some parking".</p> <p>Widening the road OR installing a gondola will have a negative impact on me. It will have a negative impact on groups that utilize the canyon 365 day a year (climbers and hikers especially). In addition, it is a gross mismanagement of (my) taxpayer money to allocate funds to meet the needs of a single user group (skiers) and therefore are nothing more than \$400m driveways to Alta and Snowbird.</p> <p>Find a way to spend the money more equitably across users. Find a way to take into account ALL major users of the canyon (Climbers, Hikers, Bikers, Campers, Families) AND skiers. Find a way that isn't solely servicing the needs of those who can afford \$125/day per person for a lift ticket. Do better.</p> <p>For those reasons above (1) Fair to all users (2) Fair to all taxpayers -- the only viable option that you have presented is an increase of bus service using the new transportation hub near the mouth of BCC.</p>	Tim Kemple	Website
6196	So with the gondola there would be no additional accommodations for bikes and peds? Also concerning that the gondola would not make any stops, so people participating in all other activities going up the canyon would still have to drive? Why is the focus only on LCC and not BCC?	Keith Bateman	Website
6197	The gondola option seems to make the most sense rather than putting more busses in the canyon. From a cost and operational stand point it seems like the better long term option too to keep people moving up the canyon in most conditions. Also, it will make for a great ride rather than being stuck in a man made tunnel.	Corey Middleton	Website
6198	I am in favor of the Enhanced bus service because I think it will have the least environment impact. Little Cottonwood canyon has its own pure beauty and the gondola would take that away from the climbers and other people who enjoy this canyon. The resorts only own the resorts and we shouldn't have to change the whole canyon just to accommodate corporations. Anything but the Gondola	Jake Nelson	Website
6199	I am in favor of finding a better option (s) to help reduce the congestion in LCC during the winters. However, I am not a skier and I do not use the ski resorts. I am a hiker and snowshoer who spends a great deal of time up LCC during the winter months. After reviewing the three possible alternatives, I think the best options seem to be the first and third, though I probably would never use the Gondola since it only has off loading at the ski resorts. The second option seems good, but if it impacts trail heads and availability to some of the best trails (e.g. White and Red Pine).	Mary Keleher	Website
6200	Though reducing congestion and travel times are very important, priority should be given to maintaining the beauty, environment and natural resources that the canyon provides people and wildlife.	Ryan Griffiths	Website
6201	<p>The gondola is by far the best option! Nothing else even makes sense.</p> <p>Little Cottonwood Canyon EIS c/o HDR 2825 E. Cottonwood, Parkway Suite 200 Salt Lake city, UT 84121</p> <p>Dear Sirs, As general manager and sole representative of the owners of the Walker Gravel pit on SR 190 (Wasatch Blvd), which property is being considered as a site for a UDOT mobility hub, I would like some clarification included in the EIS.</p> <p>A considerable amount of planning by UDOT and associates went into a proposed parking structure or structures with the associated traffic patterns on our property. As mentioned in your evaluation, we have worked for many years with Cottonwood Heights City on our own site plan, which does not include public parking structures. Our site plans include parking calculated for the proposed uses and conveniently located to associated buildings with short walking distances. The number of planned parking stalls is calculated for expected need.</p> <p>UDOT's proposed parking structures and traffic flow layout is good for skiers, but a failure for the planned high-density, mixed-use development as outlined in the Wasatch Blvd Master Plan dated July 2019. Additionally, the use-days needed to alleviate skier congestion results in UDOT's parking structures being vacant seven out of twelve months of the year. Please include in the EIS a detailed explanation as to how large, vacant structures enhance the planned development economically and aesthetically.</p> <p>On the financial side, your draft had some generalities as to skiers' input into the economy. The resorts in Big and Little Cottonwood canyons are an international attraction, and contribute significantly to Utah's economy. The EIS should include an economic analysis of the planned corridor enhancements specific to skiers, including parking structures. The analysis should specify the source of funding, and include accountability to taxpayers for the expenditures.</p> <p>Sincerely, Douglas M. Shelby General Manager Walker Development LLC</p>	Douglas Shelby	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6202	<p>I appreciate UDOT undertaking this effort - the situation in the canyons has become a serious problem. My perspective: resort passholder >12 years in LCC/BCC and backcountry skier, hiker, climber. I was at Alta the day the avalanche pushed a car off the road and shut it down this season and didn't get back to the valley until 10:30 PM. Thank you for considering the following comments.</p> <p>1) This set of alternatives overlooks the simplest, by far least cost, least impact to the canyon solution available. This would be to build the mobility hubs proposed, dramatically increase the # of buses and improve the quality of experience, and in winter close both canyons to private vehicles that do not belong to residents of the canyons with strong enforcement. Watching the Alta toll clear after the avalanche this year was incredibly frustrating. There were many 2WD vehicles and even more AWD without snow tires that couldn't even make it up the ramp from Wildcat base to the main road once the slide was cleared. They slid all the way down the canyon. The avalanche on the road was rare, but the unprepared vehicles and drivers are typical. Even with a dedicated bus lane, it won't matter when someone in a rental car with all seasons slides across the road. Everyone will be stuck. Tolls don't solve this problem because a tourist in a rental car who only skis a few days a year won't be deterred by a toll. It would mostly impact locals who are more likely to have capable vehicles and winter driving experience.</p> <p>2) For any of these solutions, the quality of the bus experience must be much better. I have taken the ski bus. When not crowded it is OK, but when it is standing room only as is typical on weekends, especially at the end of the day, it is far from a world class resort experience. I think it is even dangerous. I stood next to an older couple one day last season who almost fell over several times when the bus went around the curves. Wet boots, holding skis and poles, tired at the end of the day. They were really scared. Parents with kids have their own challenges. I am in favor of buses replacing cars in the canyons, but the experience must be more convenient than driving. Given the gear one has to take up the mountain, and fatigue, each passenger needs a seat. This means limiting occupancy and increasing frequency. Buses should also be electric. This would be a great way to educate the public about one of the primary ways to improve Wasatch Front air quality - the inversion is painfully visible coming down the canyon. Also the elevation drop offers great regenerative braking saving maintenance and improving operating expenses.</p> <p>3) Please consider the needs of backcountry recreation. This is part of what makes the Wasatch so special. Buses could stop at designated trailheads upon passenger request (pull cable like normal city routes). This would further reduce traffic and parking congestion, and actually open up potential for excellent loop/through hikes and tours.</p> <p>4) Of the proposed solutions, I believe that none would improve travel time and skier experience as much as my suggestions #1&2 (increase/improve buses while prohibiting non-resident private vehicles), which has the added benefit of not costing a quarter to a half a billion dollars. Enhanced Bus without LCC capacity doesn't sufficiently address the hazard and delays posed by private vehicles. Enhanced Bus with LCC widening helps by providing designated lanes, but they could still be shut down by private vehicles. The Gondola potentially bypasses problems caused by private vehicles (in LCC only) but the problem often extends all the way to 6200S. In fact most of the longest uphill backups I've been are getting into the canyon, and it starts to move once past the Y. In addition, the gondola requires a logistically complex double transfer: car to bus, bus to gondola. Not very convenient for families. All this said, if it must be one of these options, the enhanced bus with widening seems to offer the shortest time and best user experience. Still, I question why an easy solution that could be implemented with expanding existing service and enforcement rather than massive capital improvements isn't being considered, especially as tax revenue shortfalls begin to impact budgets.</p> <p>I think the addition of a gondola would be good, since it would create a redundancy. Usually one drive up and down S.R. 210, whether or not it is winter. The problems with congestion on the road is during peak periods of demand, in winter, during the ski season, when there is a snow storm. Increasingly, the road can get backed up even on weekdays. For many years people have been talking about adding a train for an alternate means up the canyon. I believe this option has been ruled out as too expensive, or perhaps infeasible due to lack of right-of-way. Furthermore, it might also be subject to avalanche safety like the road, whereas a gondola presumably would avoid exposure to avalanche hazards. I have even read that a gondola could be used for emergency medical evacuations, and even perhaps transportation of supplies for inns and lodges. There appear to be many options for parking lots and buses to provide access to the gondola. I wish I had time to consider all the details in the EIS, but the criteria for assessing which option or combination of options would be most effective would be how many skiers can be transported up to the ski resort in the least amount of time, while also allowing local traffic to be unrestricted with canyon traffic. The capital and operating costs of each option would then be factored in, so the best choice in my mind would be the option or combination of options would move more skiers to the resorts most quickly, while not obstructing local roadways, for the least cost. Costs to consumers will also be important. If the gondola is more expensive, and one can still drive to the resorts without fee, people may be reluctant to use the gondola. During normal conditions, it might be hard to get someone to take the gondola if the road is open. Still, I think the gondola is a good idea for redundancy. People come from around the country and overseas to ski in Little Cottonwood Canyon. After being in traffic for 3 hours to get into Little Cottonwood Canyon during a recent snow storm, a policeman drove slowly by in the opposite direction to say the road would be closing for an hour. I complained, and he responded by saying, "Well, it's snowing." Yes, just when everybody wants to go skiing. What a disappointment for so many people in idling cars, and for local residents who are unable to navigate the roads in their community. Many locals complain about rental cars without 4-wheel or all-wheel drive and snow tires. Since Utah and Salt Lake City promote travel to Salt Lake City airport for skiing in Utah, it would seem that rental car agencies could be persuaded to have cars available at reasonable cost which are appropriate for winter driving. Although I support the idea of adding a gondola, I do not think this should be an either/or question. In my opinion, S.R. 210 should have avalanche protection. It is a repeated failure that many police, avalanche safety and road maintenance personnel are working during storms, while skiers sit in their cars for hours on end, often in vain. This past winter, I had waited in my car for 3 1/2 hours to get to the canyon road. Thinking I was almost to the resorts, traffic came to a halt just short of Snowbird. Apparently an avalanche covered the road and partially buried a vehicle. After such a long wait, all the upbound vehicles were then told to turn around and leave the canyon! Not being able to evacuate medical emergencies because the road is closed because of avalanche or avalanche danger seems irresponsible. Having said that, when Alta and Snowbird are in inter-lodge, nobody is able to go outside, let alone drive on roadways. Perhaps the gondola would provide transportation during any snow storm. For that reason, once again I support the addition of a gondola. As to the potential widening of Wasatch Blvd, and the situation of various mobility hubs and buses to serve the gondola, I think that is a matter of mathematics, as in a traffic study by transportation specialists. However, I am in favor of improving trail head parking, and sanitary facilities. Increasingly cars overflow from parking lots onto the shoulders of the roadway. Without roadside improvements, the natural landscape will suffer abuse and contamination. In addition, I think a hiking trail system up the canyon would be a good idea. In other states and Canadian provinces, trail systems are developed and maintained with bridges, regrading, and other amenities, which can address proper care of the natural environment, and make for a more pleasant outdoor experience. Rather than choosing one solution to the problem, why not use a combination solutions. What are the objectives? Transport the most number of people, and goods, as quickly as possible to the ski resorts, and to the backcountry, while limiting impact on the local communities as the base of the canyon, for the least cost, including capital expense, operating and maintenance costs, and user fees. Widening S.R. 210 and adding busses and lanes does not seem prudent, given the comparative cost with the addition of a gondola, and the lack of assurance of travel during snow storms.</p>	David Eckels	Website
6203	<p>This is the best option!</p> <p>I think the addition of a gondola would be good, since it would create a redundancy. Usually one drive up and down S.R. 210, whether or not it is winter. The problems with congestion on the road is during peak periods of demand, in winter, during the ski season, when there is a snow storm. Increasingly, the road can get backed up even on weekdays. For many years people have been talking about adding a train for an alternate means up the canyon. I believe this option has been ruled out as too expensive, or perhaps infeasible due to lack of right-of-way. Furthermore, it might also be subject to avalanche safety like the road, whereas a gondola presumably would avoid exposure to avalanche hazards. I have even read that a gondola could be used for emergency medical evacuations, and even perhaps transportation of supplies for inns and lodges. There appear to be many options for parking lots and buses to provide access to the gondola. 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Transport the most number of people, and goods, as quickly as possible to the ski resorts, and to the backcountry, while limiting impact on the local communities as the base of the canyon, for the least cost, including capital expense, operating and maintenance costs, and user fees. Widening S.R. 210 and adding busses and lanes does not seem prudent, given the comparative cost with the addition of a gondola, and the lack of assurance of travel during snow storms.</p>	John Leggett	Website
6204	<p>This is the best option!</p> <p>The population in Utah is exploding. Every year the drive up the canyons grows longer as more people flock to the outdoors. I am encouraged that UDOT has recognized this and is progressing with plans to efficiently transport people up Little Cottonwood Canyon. However, I am disappointed that a train was not one of the final three options included in the environmental study (EIS) for this proposal.</p> <p>All three options (more frequent bus service, dedicated bus lane or a gondola) have their merits, but they are all temporary Band-Aids. A train would be the only long term solution for the broader problems of traffic congestion and air quality on the Wasatch Front.</p> <p>None of the final options addresses these issues in their entirety. They all require traffic to converge on the canyon before they are actually used. This requires roads being widened, more parking structures, and continued hassle in the Cottonwood Heights neighborhoods.</p> <p>A train is a proven mode of mountain transport that would be the most efficient, the cleanest and most importantly – expandable. If UDOT is serious about solving our traffic and air issues, the train could easily be expanded to connect into the successful investments the state has already made into rail (Frontrunner and Trax)</p> <p>The train may have the highest initial investment, but unquestionably has the highest return on investment over a 40 year period. If we are serious about shaping our future right now, why don't we bite the bullet and invest in a long term solution instead of a short term Band-Aid.</p> <p>Whichever option is used. Access will still be needed at the trail heads for backcountry skiers or snowshoers. Places like the White Pine Trail head need to remain accessible.</p>	David Vaughan	Website
6205	<p>As a frequent user of the Cottonwood Canyons, I strongly support the idea of the gondola going up the canyon. I feel like it will be the most successful of the three concepts at reducing traffic and protecting our environment.</p> <p>Ryan Griffiths</p>	Gus Gochmour	Website
6206	<p>Proterra, the leader in developing and deploying battery electric buses in North America, would like to provide a technology update as a response to Section 3.1 "Bus Capacity and Technology Type" in Appendix D Draft Enhanced Bus Concepts https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_AppendixD.pdf. This section says "Although electric bus technology is rapidly advancing, electric bus batteries currently have both limited range and performance issues on steep grades. Further, when primary electric heaters are used in cold weather, the heaters drain the batteries, limiting the range the bus can travel before needing to charge. (Currently, most transit authorities heat any electric buses in their fleet using a diesel fuel heating system.) Because electric bus technology is still evolving, electric buses were eliminated from consideration when this report was written."</p> <p>Proterra has been building and delivering battery electric buses for the past 10 years and has developed a 5th generation Catalyst E2 Max electric bus with 660 kWh of energy storage that is designed to climb hills and operate in cold weather environments. Specs on this bus can be reviewed at the following link https://www.proterra.com/wp-content/uploads/2020/06/Proterra-Catalyst-40-ft-Spec-Sheet-June-2020.pdf. The DuoPower drivetrain has 550 peak horsepower and 338 continuous horsepower that will climb a maximum grade of 25%. The 660 kWh of energy provides an operating range of 221 miles to 329 miles on a single charge depending on a higher efficiency of 1.8 kWh/Mile or a lower efficiency of 2.7 kWh/Mile, depending on the operating conditions.</p> <p>Proterra has worked closely with both Park City Transit and UTA to help them develop their electric bus strategies and programs. Park City Transit initially deployed its first 6 Proterra buses in 2017 and has travelled over 1.2 million miles with these buses during this time. Since the time of the initial deployment of electric buses in Park City, electric bus technology has improved significantly in range, hill climb capability, interior heating and charging. Proterra buses have been engineered to use Onspot chains or other chain technology to provide additional traction on snowy roads, when needed. Bus cabin heating technology has also improved and while fuel-fired heaters are an option, they are not required to keep passengers and drivers warm while still meeting range requirements.</p> <p>In February 2019 Proterra brought a Catalyst bus with a DuoPower drivetrain to the Wasatch Front and climbed every canyon where UTA and Park City currently provide bus service to ski resorts to demonstrate that electric bus technology had matured to a level to meet or exceed performance of diesel buses in the canyons. Proterra drove a group of 15-20 representatives from UTA up Big Cottonwood Canyon, which has a peak grade of 10.1%, and maintained a minimum speed of 43.5 MPH at the peak grade going to Brighton Ski resort. The bus maintained a minimum speed of 27.1 MPH at the peak grade of 12.6% in Little Cottonwood Canyon. A video showing the performance and statistics of the bus going up each canyon can be seen at https://www.youtube.com/watch?v=V5JVKRw54.</p> <p>Proterra is currently building and delivering the buses that were tested in Utah in 2018. Proterra recently delivered 19 of these buses to Edmonton, Alberta and is scheduled to deliver a total of 40 buses to Edmonton by the end of 2020. Jackson, Wyoming is in the process of receiving 8 Proterra Catalyst E2 Max buses with DuoPower drivetrains that they will use to drive passengers to their ski resorts this winter.</p> <p>Proterra would be happy to bring a Catalyst E2 Max DuoPower demonstration bus to Utah again this winter to demonstrate how existing battery electric bus technology can meet all of the goals and requirements needed to improve transportation options in Little Cottonwood Canyon at the lowest cost and with the lowest impact on the environment. Electric buses currently meet the performance needs to climb the Cottonwood canyons and require the least amount of infrastructure upgrades to deliver this service.</p> <p>Proterra has received orders for over 1,000 buses and successfully delivered more than half of those, it would be unfortunate to not do a complete analysis on the current electric bus technology when making a decision on how to best provide transportation in the Wasatch Canyons. The technology that the report references may be available in the future is available now and deserves to be properly vetted. Both Salt Lake City Mayor Mendenhall and Salt Lake County Mayor Wilson as well as other local leaders are supportive of deploying electric bus technology to meet our region's transportation needs and improve air quality.</p> <p>I have lived in Salt Lake City my entire life and spend a significant amount of time running, hiking and skiing in our canyons and look forward to the chance to demonstrate how zero emission bus technology can best meet the transportation needs in our canyons right now. I would be happy to meet with any local stakeholders at any time to answer any questions about the feasibility of using electric buses to provide service in our canyons.</p>	Lawrence Stewart	Website
6207	<p>In regards to the proposed construction on cottonwood canyon I am deeply opposed to the proposal to widen the road or add a gondola. The increased disruption of this pristine and cherished environment too great a cost for the supposed reward of the project. There are many other options to consider. Increased bus routes and added incentive to carpool are just a couple of those options. Utah should be examining ways to increase sustainable and environment protections not added pollution and environmental desecration. Please do not go forward with this proposal.</p>	Ryan Griffiths	Email
6208	<p>I think the gondola is a great option. Who needs more loud stinky buses, right?</p> <p>I support enhanced bus service with no road widening.</p>	Alan Westenskow	Website
6209	<p>We also need to preserve and expand existing back country trailhead parking options.</p> <p>No gondola.</p> <p>Chad Whittaker</p>	Claire Muehleisen	Website
6210	<p>I support the proposed construction on cottonwood canyon I am deeply opposed to the proposal to widen the road or add a gondola. The increased disruption of this pristine and cherished environment too great a cost for the supposed reward of the project. There are many other options to consider. Increased bus routes and added incentive to carpool are just a couple of those options. Utah should be examining ways to increase sustainable and environment protections not added pollution and environmental desecration. Please do not go forward with this proposal.</p>	Anthony Lyman	Website
6211	<p>I support the Enhanced Bus Alternative (without roadway widening), as it would have the least impact on LCC climbing.</p>	Chad Whittaker	Website
6212		Christopher Hilton	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6213	<p>1. I prefer the enhanced bus with roadway widening and snowshed alternative.</p> <p>2. Initially I thought I would prefer the gondola, however, when you need to ride a bus anyways I would much prefer to stay on the bus than to transfer to a gondola, it is a much more taxing journey to transfer.</p> <p>3. The snowsheds to me would hopefully solve much of the roadway closure hours of delays problems coming from avalanche danger, that's one of my biggest issues with the current situation. Also, the buses for me need to move faster than the stuck traffic and it sounds like the road expansion with an additional lane would do that. It is unacceptable for people to be stuck standing on the bus while it's stuck in traffic. UTA seemed to do an OK job last year getting the bus ahead of traffic with emergency vehicles but the dedicated lane seems like it would help.</p> <p>4. I ride the bus frequently. I think design changes to the buses themselves need to happen. The need to climb stairs makes carrying your skis cumbersome, I've personally seen many trips, falls, and drops involving the stairs. Also, the drive can be motion-sickness inducing and personally when you are forward-facing it is much more comfortable. More forward-facing seats would be ideal. Less standing would also be ideal.</p> <p>Thanks!</p>	Chris Hammock	Website
6214	Please be responsible in expansion of infrastructure. Many aspects of current plan are too invasive, cut slopes expanding way too much!	Lydia McCloskey	Website
6215	I support the gondola project over widening the road because it seems more cost effective and environmentally responsible.	Brenton Scobee	Website
6216	Keep our canyons natural. We don't need a gondola or any other of these things. Please don't tear up the natural beauty. That sounds much more polluting than dogs in the canyon	Noah Christensen	Website
6217	As these comments address and Environmental Impact Statement, it is concerning that environmental impacts have been identified as Level 2 criteria, rather part of Level 1 Criteria. Little Cottonwood Canyon is not only an important and sensitive watershed, but a unique natural environment. Both deserve preservation and protection. This unique and beautiful environment is why people visit this canyon. The alternative of enhanced bus service with no additional road capacity in LLC is far preferable than either enhanced bus service with roadway widening or Gondola. Both road widening or Gondola alternatives would irrevocably change the very character that makes this canyon so beloved. Ski Resorts and Areas should also take responsibility by running dedicated buses or subsidizing bus transportation to their destinations.	Amy Penechar	Website
6218	To whom it may concern, I am emailing in support of the Gondola option at the base of Little Cottonwood Canyon. As a resident of Utah for the past 20 yrs, this feels like the best long term solution to the transportation issue in our canyons. It is also the least evasive in terms of allowing transportation to continue throughout the construction process and will probably be the least impactful on local businesses. I feel that more busses in the canyon will only add to the problem and not let people enjoy the canyons for the beauty they hold. The snow shed/avalanche bunkers are not guaranteed to work in all the locations needed. In the end, I think the gondola also gives more options to connect even more ski areas in the future for a better experience similar to European countries who have already adopted them.	Corey Middleton	Email
6219	Thanks for your time, I think it would be amazing and less of an impact to have that gondola for our canyons and our environment	Shaun Sudbury	Website
6220	Option 1, using/increasing number of buses would be the preferred change, with the least negative impact on the area that hikers, climbers, and bikers enjoy far more days of the year than skiers utilizing the 2 private resorts. Please be mindful of the major impact widening the road and building a gondola would have, it would inevitably be the most destructive. Little Cottonwood Canyon is a beautiful place full of adventure for everyone, not just a road that caters to ski resort patrons. I would advocate for adding buses only, no construction on the road or for a gondola which would be devastating to hiking and biking trails, and rock climbing. Thank you.	Alex Johnson	Website
6221	I fully support the Enhanced Bus Option. I strongly oppose the Gondola proposal. The Gondolas would be an eyesore and would involve too great of an environmental impact with limited benefit. I also oppose the bus option with road widening. My primary concern with the road widening is the impact on climbing/bouldering areas in the canyon. The Enhanced Bus option should definitely be tried first and if that proves inadequate the other solutions could be looked at. I do believe the snow sheds are an absolute necessity.	Joel Zenger	Website
6222	I support the gondola project.	Rhonda Gowers	Website
6223	I would prefer to see the Gondola option to decrease the amount of traffic up the canyon and feel it would be a year round benefit to the canyon.	Gary Gowers	Email
6224	Please consider the Gondola as the preferred option to alleviate vehicle traffic up the canyon.	Gary Gowers	Website
6225	I support the gondola over widening the road and adding an extra lane. The gondola will be more cost effective, is better for the environment.	Hanna Vukojevic	Website
6226	I support the addition of the gondola over widening the road. It would be a neat attraction.	Kristine Scobee	Website
6227	I fully support the gondola. Great solution.	Chad Beus	Website
6228	I support the idea of building a gondola in Little Cottonwood to help ease the congestion.	Rhonda Gowers	Email
6229	<p>Hello, Please consider an ultimate solution that is based on common sense and a goal of making Cottonwood Heights a livable and enviable environment. Please don't sell out to developers and direction that is based on revenue. Here's the dream, which is total common sense and VERY achievable: -- Eliminate Ikon Passes on both Little and Big Cottonwood Canyon. -- Continuous bus service both express and multi stop from two major parking stations (gravel pit and 94th and Highland). -- Widen Canyon road and put in show sheds and gas ex on north side lanes -- NO WIDENING OF WASATCH BOULEVARD -- Vehicle # access limits based on vehicle count -- toll booth at Canyon exits to source for funds for Canyon maintenance. -- one time season passes available for locals. Without sounding rude, how can you consider anything but something like the concept above. Our current choices show a real lack of understanding of the situation, based on expansion and outdated theories.</p> <p>While many people think there are 3 alternatives for which UDOT is accepting public comment for, I need to point out that there are 2 separate alternatives specific for Wasatch - sadly both will widen Wasatch Blvd beyond what is absolutely necessary. The proposed alternatives for Wasatch regardless of which option is finally chosen to get you up the canyon can be found here: https://littlecottonwoodids.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Wasatch_Blvd_FIN_WEB-3.pdf There are 6 qualifying criteria at this level 2 that UDOT will use to determine which alternative fits best, these are found here: https://littlecottonwoodids.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Purpose_Screening_Process_FIN_WEB.pdf As for the 2 alternatives for Wasatch, it is our opinion that: Both Wasatch alternatives fail to even meet local and regional plan criteria, and as such they should both be disqualified and a new alternative should be drawn up. Both options go well past the prescribed 5 lane configuration as presented by the Cottonwood Heights Wasatch Master Plan, and even surpass the WFRRC regional plan of 5 lanes for this segment for Wasatch. How is that? UDOT is pushing the envelope when they call their "Five-lane alternative" by the use of the number 5. In fact there are 7 lanes in the configuration they present and they themselves have stated publicly that they would not be shy to utilize the shoulders as a traffic lane if traffic conditions should make it necessary. By that statement, even the Imbalanced alternative goes beyond the 5 lane maximum prescribed by the regional and local plans by paving 6 lanes of travel. This is an abusive and hardly needed expansion of a road that will increase capacity to levels in the year 2050 in excess of what is called by even UDOT Standards. It will become a barrier for cross traffic between the east and west communities. It will be so bad, and UDOT knows this, that they will require pedestrian bridges because it will be so dangerous to be found in the presence of this environment without 4000 pounds of steel surrounding your personal space. The amount of pavement will almost double the amount of storm water it will collect in rain and snow events regardless of the alternative chosen, it will increase noise pollution that will not only make it a less desirable place to live, but also affects wildlife along the foothills. The width and speed prescribed on both alternatives will also make it more likely that wildlife will collide with cars along this route at similar levels than seen at the segment of Wasatch near the Gravel Pit. Because ultimately the geometric dimensions will be necessarily even wider than at that location. As for safety, There are 13 intersecting points into Wasatch along the 2.2 miles of urban space. About half of all traffic that uses Wasatch enters or exists through one of these 13 points, of which 7 of them are not signalized. A multi-lane environment at 50 mph will increase the likelihood of side-impact to local users of the road. Impacts so severe that statistical data shows that people will have less than a 15% chance of survival. This is data that UDOT is aware of and continues to ignore through their persistent use of a 50 mph design speed. Attached below is some more basic information all forward thinking citizens are aware of : While many people think there are 3 alternatives for which UDOT is accepting public comment for, I need to point out that there are 2 separate alternatives specific for Wasatch - sadly both will widen Wasatch Blvd beyond what is absolutely necessary. The proposed alternatives for Wasatch regardless of which option is finally chosen to get you up the canyon can be found here: https://littlecottonwoodids.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Wasatch_Blvd_FIN_WEB-3.pdf There are 6 qualifying criteria at this level 2 that UDOT will use to determine which alternative fits best, these are found here: https://littlecottonwoodids.udot.utah.gov/wp-content/uploads/2020/05/10265_3_LCC_Public_Factsheets_Purpose_Screening_Process_FIN_WEB.pdf As for the 2 alternatives for Wasatch, it is our opinion that: Both Wasatch alternatives fail to even meet local and regional plan criteria, and as such they should both be disqualified and a new alternative should be drawn up. Both options go well past the prescribed 5 lane configuration as presented by the Cottonwood Heights Wasatch Master Plan, and even surpass the WFRRC regional plan of 5 lanes for this segment for Wasatch. How is that? 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Impacts so severe that statistical data shows that people will have less than a 15% chance of survival. This is data that UDOT is aware of and continues to ignore through their persistent use of a 50 mph design speed.</p> <p>Thank you for some important reflection and consideration. Jim and Heidi Fairchild</p>	Jim Fairchild	Website
6230	<p>Enhanced bus is the only scenario that makes sense. No road widening. Once this path is taken. The road becomes a Freeway in a few years. Destroying the Canyon.</p> <p>Most Ski Resort Employees should be required to ride the Bus. UTA and the Resorts should sit down and workout a schedule that works for Skiers and Resort Employees. Resort Employees (1500 of them) are still driving in their cars. That is a lot of Cars. On Avalanche mitigation days they are called at five am and told to line up in the Canyon. This backs up traffic on the 10.4 days.</p> <p>The traffic problem in LCC is only 10.4 days for a few hours. It is reckless to consider destroying the Canyon for such a small problem. Especially when the Resort Employees are still driving.</p> <p>There is open rebellion in this Country about abuses of power. Getting rich people skiing faster is not a reason to destroy this beautiful Canyon. It belongs to All the people.</p>	Susie Albertson	Website
6231	More parking for bus stations, earlier bus schedule, NO GONDOLA. The reason I don't ride the bus is because there is never parking!!! All my friends say the same thing	Zach Shehabi	Website
6232	Leave LCC alone!!! We REALLY don't need more people in the canyons - let beautiful nature and fauna thrive on their own <3	Patricia Annoni	Website
6233	I am supportive of the gondola concept being considered as an effective, safe and environmentally friendly way to move individuals in the canyon.	Eric Isom	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6234	enhanced bus service, do not put in a gondola, do not ruin the canyon forever. large parking structure north of big cottonwood canyon on wasatch.	richard gregersen	Website
6235	<p>Nicholas Gibbs July 10, 2020</p> <p>Utah Department of Transportation, Et. Al. Re: Little Cottonwood Canyon EIS 2018</p> <p>Identity of Commenter and an Observation I am 61 years old and a home owner in the Town of Alta. Before building our current home in 1977 my father, Peter Gibbs along with his brothers Edwin and Bill and their sister Mary Adele built the Peruvian Lodge and opened for guests in 1948. My family owned and operated the Peruvian Lodge until shortly before we built our current home in the town of Alta. I have spent my entire life driving up and down Little Cottonwood Canyon. Presently, I drive up and down Little Cottonwood Canyon very frequently, as do my wife and sons. I am an Alta season ski pass holder as are my wife and sons and I am intimately familiar with the traffic situation in the canyon year round.</p> <p>I believe that the existing road in Little Cottonwood Canyon is adequate 98% of the time. In fact it is significantly better than when I was a boy and through my 20's. I find it extremely uncommon to have major traffic jams in the canyon itself. Once in the Canyon the traffic seems to flow. Improving Wasatch Blvd and North Little Cottonwood Canyon Road so that busses can get ahead of any car traffic jams on Wasatch Blvd is vitally needed. Improving Wasatch Blvd is critical regardless of which of the three outlined options is selected.</p> <p>I do not support additional lanes in Little Cottonwood Canyon. While I believe that it is essential to give the busses some means to pass vehicles on Wasatch Blvd, I question the need of dedicated bus lanes in the Canyon. While the canyon road may be near its limit on the very few busiest days, it is adequate without substantial improvements if steps are taken that reduce the number of cars in the canyon.</p> <p>Below are 11 specific comments. Comment 1: The solution is more people in fewer vehicles. This includes more people using the bus system and incentivizing high occupancy in private vehicles.</p> <p>With respect to buses you can incentivize people to use them by a having a bus service that is frequent, reliable and inexpensive. Reliable service includes service that can bypass the worst of the traffic jams on Wasatch and North Little Cottonwood Road and get to the head of the line at the mouth of Little Cottonwood Canyon. Inexpensive is a relative term, and bus service needs to be inexpensive compared to other options. One means of making this occur is to put a price on driving private cars.</p> <p>The occupancy of cars can be increased by putting a toll on those who drive up the canyon. This also makes the bus look more attractive. A toll system should be automated like EZPass on the East Coast.</p> <p>Occupancy of cars will also increase if cars that are not carpools must pay to park. The pay-to- park scheme adopted by Solitude resort last year should in some form be adopted by Alta and Snowbird. There may be other means to get more people in fewer vehicles that should be explored. A "Busses Only" rule in effect for the first few hours of each day would reduce the number of cars. Please note that all of these steps, except building another lane or a bus lane between the mouth of Big Cottonwood and the mouth of Little Cottonwood, are very inexpensive compared to the options outlined in the EIS.</p> <p>Only after these steps have been taken and have been found to be wanting should UDOT consider an enhanced bus lane in the Canyon or an aerial tramway. Go for the low hanging fruit first before expensive "fixes" that may not be necessary if better bus service, tolling, charging for non-carpool parking and the like do not solve the problem.</p> <p>Comment 2: Stage some of the improvement and be flexible. UDOT should make some of the improvement before others. For example, UDOT could improve Wasatch Blvd and North Little Cottonwood Road, implement tolling and/or fees based parking, then wait and see how much the traffic is reduced. UDOT can then analyze how well the improved system works before the massive expenditures on other options such as the aerial tram or additional lanes in the Canyon.</p> <p>Comment 3: The goal of getting 30% of the cars off the road by 2050 is far too low. This is an absurdly low goal in light of the amount of the proposed expenditures under any of the options.</p> <p>The tools discussed above could get 30% or more cars off the road in short order. These include 1) reliable, frequent and inexpensive bus service 2) bus service that can bypass any traffic jam on Wasatch Blvd. and North Little Cottonwood Road, 3) tolls so that there is a cost to taking an automobile up the canyon, and 4) fees to park at the resorts if the car is not a carpool (as Solitude resort implemented last year). Some combination of the use of these tools could significantly reduce the number of vehicles in the canyon. As a boy and young man I rode the bus every weekend to and from Alta. It was a round trip from the Olympus Hills Shopping Mall to the Gold Miner's daughter and it was cheap, convenient and easy.</p> <p>Comment 4: Intermodal hubs and parking structures are a crucial step to get more people out of their cars and into busses. In addition to the two planned hubs, consider (re)purchasing the large no-man's-land between Olympus Hills Mall and I-215 and adding 39th south to the possible parking areas. The existing park and ride at 39th south for UTA could be expanded if UDOT (or the County?) staging area for snow plows were moved and the park and ride tripled in size.</p> <p>Comment 5: Expansion of Wasatch Blvd and North Little Cottonwood Road. The residents in this area are concerned about this corridor becoming a highway and are urging that it be kept as a two lane "street" and not be a road. Efforts to accommodate the residents in this area should be made, but it is absolutely essential that at a minimum a south bound bus lane be constructed. The SaveNotPay group seems to recognize this in their literature. To reduce the "highway feel" in this area consider lowering the speed limit on North Little Cottonwood Road from 50 to 40 mph. It is already 40 in the Canyon and 40 as northbound cars approach Wasatch. Make it consistent. And while taking what action you can to appease the people who have chosen to live by the road to the ski resorts, expand Wasatch Blvd and North Little Cottonwood Road.</p> <p>Comment 6: Snow sheds do not appear to be worth it. An expenditure in the range of \$100 million dollars for snow sheds increases the likelihood that skiers will have better access to the ski resorts for about 5 days each year. Even that is no guarantee. Some years there are no major avalanches so the sheds are not needed. Other years the slides are plentiful, but the snow sheds do not guarantee that there will be resort access. In the 2019/2020 winter the sheds as outlined in the EIS would have protected the road from only 40% of the slides, so resort access would still have been reduced for 2 or 3 days anyway.</p> <p>Comment 7: The EIS fails to adequately evaluate or consider the impact of charging a toll to drive up the canyon. If a goal of the project is to reduce the number of cars in the canyon, tolling is a very important tool that should be implemented. Tolling is one of the factors that makes the bus seem like a better deal. The EIS should not gloss over this option but include realistic plans to implement tolls including an automated system like EZPass on the East Coast.</p> <p>Comment 8: Charging for parking. The EIS does not adequately consider how charging for parking would reduce the number of cars in the canyon. Charging for parking tends to incentivize people to use the bus and incentivize car pooling. While it is true that the parking lots at the ski resorts are not under the control of UDOT, UDOT could work with the resorts to implement fee based parking.</p> <p>Comment 9: UDOT must consider the impact of traffic regulations as part of the EIS. Traffic regulations are a means of solving some of the congestion problems and need to be considered in the EIS in addition to the focus on building infrastructure. The issue of road side parking can be used to illustrate this point.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Nicholas Gibbs	Website
6236	As a professional rock climber and competitive climbing coach I use the lower canyon quite often throughout the year but mostly during spring and fall to rock climb, take athletes out to rock climb, as well as explore new areas for development for the rock climbing community. I would love to see parking lots added as mentioned in the proposal but nothing further as all other options affect the climbing areas that are just off the road such as secret garden, 5 mile, and cabbage patch.	Palmer Larsen	Website
6237	I support the gondola solution. Much more environmentally friendly and a more long-term, sustainable option for traffic control. Also, improves safety! Way less risk of car accidents in the canyon and makes it easier for folks who aren't comfortable driving in snow / do not have the right tires or vehicles to access alternative transportation. Thanks!	Emily Allen	Website
6238	I am in favor of increased bus service without widening the canyon	Traci Salisbury	Website
6239	I understand the 3 different options for transportation up Little Cottonwood Canyon. I strongly believe that the Gondola option is the best solution. It is environmental sensitive and the best solution for the transportation problems with the existing canyon.	Lyle Beecher	Website
6240	Seems like the best way to keep the traffic to a minimum in such a beautiful canyon.	Scott Morrill	Website
6241	Hey, I think the gondola seems like a great idea. I think it is a better alternative to widening the street and having more buses. The gondola will work better in the avalanches that happen up there in the mountains. Plus it should be better for traffic to not have everyone driving up the canyon. I really consider the gondola to be a great option and I support it.	Cecilia Black	Email
6242	After studying the three options for transportation up Little Cottonwood Canyon, I support the Gondola solution. It makes the most sense - financially and environmentally. Please consider my opinion. Thank you. I am writing in support of the enhanced bus option with lane widening. This is the superior option that benefits a majority of users of Little Cottonwood, while also reducing carbon and pollution emissions the most. I work professionally as a climate and energy analyst, and did an analysis showing that this option would lead to the lowest carbon footprint of the project. I'm happy to share upon request. The enhanced busing option does too little to fix the problem, and the gondola is inefficient and greatly increase carbon emissions. It's no secret that Utah's canyons loved to death. I have sat in infuriating amounts of traffic, waited for late and overcrowded buses, and had close calls squished between cars and bikers, just to go ski or hike. But to see environmental protection used to greenwash preferred transit plans frustrates me more than any late arrival or near accident.	Lori Beecher	Website
6243	One would expect climate change to be discussed first and foremost given the ostensible environmentalism from both parties. Rising temperatures and alteration of seasonal weather patterns will reduce the amount of snow that falls each season. Less snow will disrupt the ecosystems, businesses, and communities dependent on that snow melting. All groups could certainly agree that limiting fossil fuel emissions and inversion causing-pollution should be a priority. A quick look at the carbon emissions from the proposed plans reveals the climate-friendliest option to be a lane widening and more buses. The gondola would have 5 times the emissions per winter than either busing option, and the lane widening is the only option that could reduce congestion and make being in a bus a better option than being in a car. We need to consider more than just emissions though. We have to consider how we can keep a diversity of interests able to enjoy the canyons many uses safely. The lane widening gives space for cyclists, hikers, and climbers to travel safely along the road. The gondola only benefits the resort-goer, and the status quo plus more buses benefits no one. The lack of discussion of these issues shows how each camp is just pushing their own interests and hobbies. Thank you for your time. I urge you to consider the climate in your decision making, as well as equitably supporting the diversity of uses of Little Cottonwood Canyon.	ERIK OLSON	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6244	<p>Start with the simplest solution, #1, and be SERIOUS about it. It will still be expensive. It will take time to educate and encourage we the public to get out of our cars. We will feel aggravated at the idea of paying a toll, but those dollars would put some of the burden directly on users rather than general tax dollars. Include shuttle size busses in the plan, not just ski bus. Remember that many user are year round hikers, not just skiers. I predict that it will be stressful the first few times I realize that I can't just jump in the car, drive to a trailhead, and park myself. If, on the other hand, that process is convenient and only 20 minutes longer than it would have been to drive my own car, I am dropped and picked up right near the trail, I don't have to worry about driving, parking, and traffic, then the trade off becomes well worth learning the change. Come up with an annual pass system like Millicreek immediately. Tie the cost to the number of people you expect to transport in your vehicle. Reward pass holders carrying the appropriate number of passengers with quick transit through the fee station. Design the busses and shuttles to carry typical hiker gear as well as ski gear. Bathrooms at trail heads. Educate politely and frequently about how to use this gorgeous nearby canyon in ways that reduce impacts. You can do it without turning the canyon into a many lane thoroughfare and without the expensive elaborate gondola. It requires that you accept the challenge of working with actual people instead of just pavement, vehicles, and buildings. THANKS for taking the time to consider this suggestion and hopefully taking the time to try the least impactive solution first.</p>	hazel coffman	Website
6245	<p>During numerous hearings I attended concerning proposals for Wasatch Blvd., things like a two lane "boulevard like" road, traffic calming amendments intended to produce a 35 MPH speed limit, bucolic borders containing multi-use pedestrian/bikeway paths. etc.</p> <p>The choices now presented for comment appear to present high speed multi lane alternatives that end up going to nowhere. Wasatch Blvd. as prosed will be a multi lane high speed highway ending at a two lane road up the canyon (or the two lane extended Wasatch Blvd. to Sandy and Draper).</p> <p>I am in favor of making Wasatch Blvd./Route 210 between Bengal Blvd. and Little Cottonwood Rd. (Rt. 209) look like Wasatch Blvd. currently looks south of Little Cottonwood Rd.</p> <p>I favor Alternative # 1 with Wasatch Blvd. being 3 lanes - a single lane in each direction with a reversible bus lane. In no way do want to see Wasatch Blvd. be a 5 lane high speed highway.</p>	Louise Jacobs	Website
6246	<p>Best option available!!</p>	Kandi Morrill	Website
6247	<p>Concerning Little Cottonwood EIS: Having grown up in Slat Lake City the beauty of the Wasatch is something I could experience because it was left in a pristine state by previous stewards. I am thankful for this.</p> <p>The following is my response/assessment of the three alternatives for the Little Cottonwood EIS. With regards to alternative three, the gondola would be an option I cannot consider.</p> <p>Since 30% of canyon use is resort related, the gondola would be nonessential for the remaining 70% of dispersed use visitors. Given the environmental, wildlife and watershed risks of such a project to reduce congestion for those going to resorts I would consider this a high cost performance option.</p> <p>Concerning alternative two, the promotion of increased bus use would be an advantage. However, I do not support the building of additional snowsheds, this has an aesthetically and visually disturbing presence in the landscape and the minuscule gains of fewer road closures per winter season hardly justify the price tag. The damage and alterations of our watershed quality and environmental disruption from additional construction is something I object to. This is a high cost performance alternative.</p> <p>My support rests with alternative one since, do no harm is my first priority. I support this option with no additional road or vehicle capacity. The promotion of increased bus ridership must be a more emphasized part of the solution. This has the least environmental, wildlife and watershed damage of the three options. As stewards of the Wasatch we ought to first ask how we can encourage behavioral change which has been of little consideration among the high stake financial gains to be made from the complete commercialization of one of our most valued resources. Carpool incentives, occupancy based tolls for the whole canyon and educational campaigns, these are the lowest cost performance alternatives. More road capacity will simply lead to more congestion.</p>	James McCloskey	Website
6248	You need to consider the private La Caille station option and reevaluate it. That is the smartest solution and is the only way I and other locals will get out of our cars.	John Flanagan	Website
6249	This would be an amazing way to get people up and down this beautiful canyon.	Kamryn Alvey	Website
6250	<p>The gondola option is preferred but not in its current proposed form. There are a few major red flags that needs to be addressed before approval or implementation. I will not be addressing the bus options as those are highly unfavorable for many reasons; increased bus traffic, bigger footprint in canyon, etc.</p> <p>Assumption for all problems listed below are based on today's traffic which is only going to be exponentially worse in 2050 which is the assumption for the figures listed in the slides.</p> <p>Problems: 1. Gondola is only accessible by bus via Mobility Hub.</p> <p>A: This creates a huge traffic jam all around the Mobility Hub. All major and side roads will be heavily congested with vehicles trying to access this location. Wasatch is a mess on a ski day already, now the proposed suggestion moves all traffic to one area. This option is similar to if the airport only let UTA bus traffic in the airport terminals. Now all traffic has to merge.</p> <p>B: Vehicles with the destination of the Mobility Hub must now bypass the Lower Cottonwood Canyon (LCC), (If headed Northbound Highland/Wasatch etc.) and add to the Big Cottonwood Canyon Traffic (BCC) in order to reach the Mobility Hub. Once they reach the Mobility Hub they get on a bus only to be in traffic headed southbound towards LCC, essentially doubling the amount of traffic on the road, doubling congestion and time and impeding access to BCC.</p> <p>2. Gondola does not improve closure times due to avalanche.</p> <p>A: If the canyon is closed due to avalanche pre-resort opening, now all vehicles must drive to the Mobility Hub, take a bus, Get on Gondola (see problem 1A,1B). This includes employees of the resorts and support staff.</p> <p>1. Do employees and support staff get priority boarding on Gondola? 2. How much seating can you accommodate at the Mobility Hub when it's a powder day and the Gondola is the only route up the canyon due to avalanche closure? 3. The Gondola is a slow option, on a ski day with an avalanche closing the canyon, people will be waiting hours to not only find parking at the Mobility Hub, but for the bus and to get on the Gondola and up the Canyon.</p> <p>There will be thousands of people trying to queue. Also have you ever been in a long line on a powder day? Unfriendly and anxious would be two words to describe it.</p> <p>B: The Gondola alone is not a sufficient means of transportation for the quantity of people that will use the canyon if an avalanche closes the canyon. 1. If there are freezing temperatures, high wind, and heavy snow, will the Gondola continue to operate? 2. How will thousands of people leave the resorts if that occurs? 3. Can the resorts accommodate that many stranded people while inter-lodge is in effect? 4. In reference to the meeting, it was mentioned that this was out of scope, but this should be a part of the scope. What is the backup plan if the resorts can't accommodate all the thousands of people now stranded due to Gondola and road closure?</p> <p>3: Gondola does not include Snow Sheds</p> <p>A: See problems 1A, 1B, 2A, 2B.</p> <p>B: It was mentioned in the meeting that the cost for the Gondola and Snow Sheds is too cost prohibitive. Do not implement a solution that does not address all the problems because cost is an issue. Do the project right, one time. See I-15 in Lehi as an example. How many years has that area been under construction due to new construction to alleviate traffic jams? Or Bangerter Highway. That highway has been torn apart and public domain has been implemented just to widen it. Build it right, the first and only time.</p> <p>Opinion: If cost is too high, then wait and procure the budget. Don't implement half a solution which moves the traffic problem somewhere else.</p> <p>Recommendations: Snow sheds Gondola parking and drop-off Single Occupant Vehicle Restrictions: Do not restrict Single Occupant Vehicles. This excludes a large number of outdoors enthusiasts who do not have someone to accompany them. Everyone should be able to enjoy the canyon without being forced to ride a bus or a shared ride. Encourage shared rides, encourage bus use. Do not restrict single occupant vehicles.</p> <p>If a toll is necessary for single occupant vehicles, then treat it like the HOV lanes on the freeway with the Express pass. DO NOT RESTRICT SINGLE OCCUPANT VEHICLES.</p>	Matt Taylor	Website
6251	The gondola solution is the only one that will actually fix the problem. While it may be unsightly, emissions will ultimately be greatly reduced. I encourage moving forward with the gondola plan.	Will Hoag	Website
6252	I support the gondola over widening the road and adding an extra lane	Michelle Contreras	Website
6253	I support the gondola over widening the road and adding an extra lane	Marites Contreras	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>Preliminary Observations:</p> <p>Use of Little Cottonwood Canyon (LCC) is not going to go down in future years—which the draft EIS acknowledges. As the population of the State continues to increase, and as travel here from elsewhere continues to increase for skiing as well as other outdoor activities in all seasons, use of the canyon will continue to increase.</p> <p>There is a practical limit to how many vehicles can be accommodated at the top of LCC, and we are approaching (and perhaps at times exceed) that limit now. Over the medium and long term, it is imperative to find an effective alternative to a large share of the private vehicle use during high-demand time periods and to preserve the canyon as much as possible.</p> <p>1. Widening Wasatch Boulevard to four lanes between Bengal Boulevard and Little Cottonwood Canyon Road</p> <p>Widening Wasatch Boulevard from two lanes to four lanes between Bengal Blvd. and the "T" intersection where Wasatch separates from North Little Cottonwood Road will, by itself, do nothing to solve any traffic problem, whether in the canyon or on Wasatch Blvd. As it is now, the two lanes coming south from Fort Union merge into one southbound lane just south of the light at Bengal Blvd. On heavy ski use days, particularly weekend and holiday and other heavy skiing days, a traffic jam from that merge point will extend back on Wasatch much of the way to the light at 6200 South. The one-lane traffic then crawls the rest of the way on Wasatch and onto North Little Cottonwood Canyon Road, and thence up the canyon.</p> <p>The only effect of widening Wasatch to four lanes (two southbound) from the light at Bengal to the intersection with North Little Cottonwood Canyon Road would be to move the location of the point where two southbound lanes merge into one lane, which causes the initial traffic jam, south about 13 blocks or so to the North Little Cottonwood Canyon Road intersection. Then on the heavy use days there would be two lanes of jammed southbound traffic along Wasatch from that point extending back north instead of one lane of jammed traffic. There would be no effect on the one-lane congestion or jam from that point up into the canyon.</p> <p>Nor would widening that portion of Wasatch have any significant positive effect on commuter traffic—again for the reason that Wasatch Boulevard south of the intersection with North Little Cottonwood Canyon Road is only one lane each way. For the southbound traffic during evening rush hour, the two southbound lanes would have to merge into one southbound lane at that intersection. Virtually all the evening commuter traffic turns right at that intersection to continue south on Wasatch. Northbound traffic south of the intersection during morning rush hour would still be one lane up to the intersection, and the additional northbound lane between the intersection and Bengal Blvd. (where the road widens to two lanes now) would make little difference. The scope of the project doesn't even address Wasatch Boulevard south of the North Little Cottonwood Road intersection.</p> <p>There is no proposal on the table or in the report to widen North Little Cottonwood Canyon from two lanes to four lanes up to the intersection with Little Cottonwood Canyon Road, and then to widen the road to four lanes all the way up the canyon. Indeed, as a practical matter, that would be very difficult. (One of the "enhanced" bus proposals would add a shoulder lane for buses in peak periods but nothing for ordinary vehicle traffic.)</p> <p>For these reasons, widening Wasatch Boulevard to four lanes in the segment between Bengal Blvd. and the intersection with North Little Cottonwood Canyon Road will do nothing to alleviate the traffic problems. Unless widening that segment can directly facilitate and serve a major upgrade in non-vehicle transportation in the canyon (discussed below), it would be essentially a waste of millions of dollars of taxpayer money. The "public input" meetings held months ago to discuss ideas or possible proposals for how a widened road would be decorated, etc., were, frankly, little more than a frustrating distraction and were of essentially zero relevance to the fundamental problems. It appears that the only real beneficiary of those meetings was the highly-paid contract consulting firm from out of state that conducted the meetings.</p> <p>2. Neither of the "enhanced bus" alternatives as proposed in the report adequately address the problems. Under either of the "enhanced bus" alternatives in the report, less than one-third of the vehicle traffic in LCC would be replaced by buses—and that's if everything goes right and people decide to behave in the way UDOT hopes they will. Particularly over the medium and long term, reducing vehicle traffic during peak periods by less than a third is inadequate. Moreover, under the circumstances, it is questionable that the public will behave as desired.</p> <p>The enhanced bus proposals depend on proposed "mobility hubs" at the gravel pit north of Big Cottonwood Canyon Road and in the area of Highland Drive and 9400 South. These are both a considerable distance from the entrance to LCC. Taking a bus from either of these points means being stuck in the heavy traffic along either Wasatch Boulevard southbound or 9400 South eastbound during the peak periods (and that remains true even if Wasatch is widened between Bengal and North Little Cottonwood Canyon Road). There is simply no escape for the buses. If one has to sit in traffic, it is generally much more pleasant to do so with friends in one's own vehicle rather than in a crowded bus with a bunch of strangers, and having to haul your gear from the car to the bus and stow it on the bus.</p>		
6254	<p>Adding the bus-only shoulder lane up the canyon would add some incentive to take the bus because the bus (presumably) can make the trip up the canyon faster. But the question is whether that will provide enough benefit for enough people to make it worth it.</p> <p>Further, one bus from each "hub" every 6 minutes— 10 buses per hour from each—likely will not be adequate over time. If one of the two enhanced bus options is chosen, there likely will need to be more buses and more frequent departure times.</p> <p>The buses also add a lot of noise and diesel exhaust to the canyon and the canyon traffic. This is a significant environmental downside.</p> <p>3. Aerial transit has much greater potential benefit and promise</p> <p>The Aerial Transit Study (ATS) analyzed several possibilities, but at the same time admits its limitations and acknowledges that it does not address some key elements. Nevertheless, the ATS option appears to have much greater potential than either of the "enhanced bus" options.</p> <p>The situation we face in Little Cottonwood Canyon is in many ways analogous to the situation in Zermatt, Switzerland, located at the head of the canyon below the Matterhorn and other world-famous peaks. Zermatt is, of course, one of the great ski and summer mountain sport areas of the world. The ski capacity there, and the numbers of users/visitors and associated transportation demand, substantially exceeds Snowbird and Alta put together.</p> <p>The main transportation line from Zermatt up the mountain to Furi, and then to Schwarzsee and Trockener Steg, is a cable car system (that we think would be classified as a 1S system in the ATS study) that is extraordinarily efficient, safe, and effective. Each cable car seats 6, and there are racks on the outside for skis. One cable car leaves about every 12 seconds, which yields a capacity to move up to 72 people per minute, or up to about 4,300 per hour. Passengers change to a second line at Furi, a seamless process requiring walking a few yards, and take a second line that goes through Schwarzsee and up to Trockener Steg. The whole system operates automatically, without the need for an operator in a large tram, and with the passengers doing all for themselves quickly and efficiently.</p> <p>In the context of LCC, it would seem logical to run such a line from near the junction of Little Cottonwood Road and North Little Cottonwood Road (Routes 209 and 210) to a point near the Tanners Flat campground (a trail could be constructed from there to the trail to White Pine and Red Pine Lakes for hikers), then a second line from Tanners Flat to Snowbird, and a third from Snowbird to Alta. It is the case, as the ATS study point out, that more towers would be required than for a 3S system, but the towers are smaller, shorter, and easier and to construct, and have a considerably smaller footprint than the large towers required for a 3S system. The Zermatt-Furi-Trockener Steg line has an outstanding safety record, and has been most satisfactory in the winter environment above Zermatt (including the winds). We would strongly urge studying this system, and recommend that UDOT consult with its operator, Zermatt Bergbahnen AG. (Schluhmattstrasse 28, 3920 Zermatt, Switzerland; phone: +41 27 966 01 01)</p> <p>In September 2018, Zermatt Bergbahnen also began operation of a new 3S system between Trockener Steg and Klein Matterhorn with cabins that seat 28 each and with a capacity to move about 2,000 per hour. (See https://www.matterhornchalets.com/2019/05/08/3s-matterhorn-gliacier-ride-zermatt/)</p> <p>We believe that if such a cable car system such as the one recommended here and associated parking facilities were available, thousands of skiers and other users of the canyon would happily avail themselves of it. Travel up the canyon likely would be faster, and certainly would be more relaxing and provide even better scenic views.</p> <p>A cable car system such as the one recommended here would necessarily require construction of a parking structure at or near the beginning station. The logical place for such a structure would be on the east side of North Little Cottonwood Canyon Road near the current Little Cottonwood parking lot, building the structure into the mountainside and designing it in a way to incorporate it into the topography insofar as possible. We are aware of the numerous legal issues arising from Federal property ownership, permitting requirements, and other matters involved. However, solving these issues is unavoidably necessary to any medium-and long-term solution to the problems that any of the proposals are designed to address.</p> <p>Indeed, even with the enhanced bus alternatives, we believe that it will prove necessary to build such a structure, or one similar in concept to it, in any event. Further, widening both Wasatch Boulevard and Little Cottonwood Road for the purpose of facilitating more efficient private car travel to such a structure more efficiently would appear to make some sense.</p> <p>We believe that construction of a gondola system and associated facilities recommended here should not wait decades. Our traffic problems in the canyon are acute now. Once decisions are made, we believe financing and design should be pursued without unneeded delay.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Geoffrey and Karen Heath	Website
6255	<p>To whom it may concern,</p> <p>This email is in regards to my support of the proposed gondola over widening the road and adding an extra lane. The gondola would be much more cost effective and would be better for the environment.</p> <p>Sincerely...Scott Morrill</p>	Scott Morrill	Email
6256	<p>I support the gondola, and so do all people that love nature and our beautiful state. Those who do not support it love car exhaust and dripping transmission fluid. That canyon is gorgeous as is! I have spent hundreds of hours there hiking and enjoying many other activities. I would be repulsed, disgusted, and shocked on levels inexplicable in our language to see UDOT bring in the bulldozers to destroy for the sake of more cars. Please, please do what is right!! Build the gondola!</p>	David Carlson	Website
6257	<p>I prefer the enhanced bus service with no roadway widening because it would have the least impact on rock climbing and hiking in the canyon.</p>	Jacob Allen	Website
6258	<p>Please remember this area is used for more than just skiing when the decision is made on how to best proceed. I am in favor of more buses. The other two options will negatively effect climbing areas, which are also a popular destination in the canyon and will also create more human impact thus removing more of the beauty of the naturally area.</p>	Timothy Walton	Website
6259	<p>Based on my review of the alternatives and the report, the gondola is an excellent option. It is much better than expanding the roadway in Little Cottonwood Canyon.</p>	Steve Mecham	Website
6260	<p>I support the Gondola. Forward thinking, least environmental impact</p> <p>To Whom it concerns:</p>	Nick Kostis	Website
6261	<p>I would like to submit my thoughts concerning the Options of relieving the traffic issues up Little Cottonwood Canyon. I do not feel just adding buses will solve any of the issues that plague that canyon. Also the addition of a new dedicated bus lane would be extremely expensive and damage the environment of the canyon. The other option of adding a Gondola is the most sound option. It would maintain the environment of the canyon best and would be more cost effective than the added bus lane option. It would handle the issues concerning avalanches by far better than more buses up the canyon. It would eliminate the need for obtrusive concrete Avalanche Sheds (that are very risky where to place) and provide better year round access to our wonderful mountains. I can just image the picturesque and relaxing ride a gondola would provide up the canyon.</p> <p>Thanks for your consideration with this matter.</p> <p>Lyle</p>	Lyle Beecher	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6262	I think the Gondola Plus La Caille Base Station is the best solution! It is the best for skiers, for visitors, for those who work in the canyon and for those who live in the canyon.	Arne Aune	Website
6263	I would like to add/ change my original feedback to largely support added busses but say NO TO ADDED LANES ON WASATCH BOULEVARD- which is my backyard. We pay top dollar to live here, it is a safe, residential area where we can walk and run on Wasatch Boulevard - one of my favorite places to run and bike actually. It cannot and should not be turned into a highway, this entire side of the Wasatch stands to LOSE from this happening. We cannot look to ruining an area for years because of heavy traffic for a handful of days. Why can't we consider electric trains or actual SUSTAINABLE options for growth? Trains would be quiet, potentially underground, move mass amounts of people and be sustainable to the growth without ruining the environment for years to come- forever. Can we please consider this? Please DO NOT DEVELOP MORE LANES ON WASATCH!!!!	Shandi Kano	Website
6264	The option for more busses is way better rather than affecting the whole climbing community for Alta and Snowbird which operate mainly half of the year	Brandon Tiev	Website
6265	I like the gondola option as it seems like the greener option that would preserve the natural beauty of the canyon.	Rachel Forrest	Website
6266	Despite UDOT's general good intentions, this LCC EIS has to be one of the most misguided documents to ever be published. The EIS reads like a business plan for 2 for-profit ski resorts rather than an objective range of solutions to solve the traffic problem in LCC, a canyon for the enjoyment of all Utahns and tourists, skiers and non-skiers alike. The proposed gondola solution along with the widening of Wasatch Blvd is an absolute joke and a prime example of Socializing Costs while Privatizing Profits. The problem is traffic yet UDOT seems to be focused on thru-put (how to get the most people up the canyon to the 2 for-profit resorts in the shortest amount of time). By their own research and admission UDOT says the average vehicle only carries 1.6 people. As we have more recently seen with the wearing of masks, hoping, wishing and/or praying for compliance or people's better angels to prevail is nonsense. The proximate cause of LCC's traffic problem are the resorts (Alta, Snowbird) themselves. Consolidation in the industry and the explosion of multi-resort season passes are the two driving factors. 20 years ago season passes to single resorts had a break-even of 23 ski days. Now with per day adult ticket prices approaching \$200, the break-even on Kon and Epic passes is around 6-9 days. No wonder more people are using LCC. And with the "no friends on a powder day" attitude of skiers as evidenced by the 1.6 occupancy per vehicle...voila, there's your problem. We don't need expensive and lengthy studies, hundred million dollar gondola systems or a wider Wasatch Blvd leading into the limited space that is LCC. Common sense can and should guide our way. First the 2 resorts in LCC as well as their skiing customers need to bear the cost and burden of the solution. That could take the form of mandated charging for parking, tiered tolling in LCC depending upon vehicle occupancy, increased commuter busing, forced private resort busing, etc because hoping/wishing/praying that people will carpool and/or take public transit has simply not happened and nothing will change until people's behavior is forced/mandated/incented to change. The obvious solution is to increase the number of public transit buses during peak winter days to see how much of the problem that could alleviate, then reevaluate and take further refined steps. Any proffered solution must also take into account that not all winter users of LCC are resort skiers and that locals should have clear advantages over tourists. The argument by UDOT that tolling disadvantages the poor is laughable as most skiers possess SUV, in excess of \$1200 worth of gear and are paying upwards of \$1000 for season passes or \$200 per day to ski....hardly the assets or daily expenses of one who is poor. Also during one UDOT public presentation UDOT said that neither Alta nor Snowbird had committed any financial figure to assist with this problem, other than maybe shuttles for the workers. That's simply not enough and more must be done and committed to by these resorts.	Scott Klepper	Website
6267	Good Evening, Please see the attached public comment submitted on behalf of Friends of Alta, a 501(c)(3) land trust and environmental non-profit. Please contact us for any further questions or clarification. Sincerely, Kyle Maynard Executive Director, Friends of Alta	Kyle Maynard	Email
6268	Bus Service: I understand not going down to 5min headways due to time to unload, but you could run 2 buses at a time, so 2 buses show up at roughly the same time. This would double the capacity. The park and rides can handle 2 at a time, and the resorts could make small enough adjustments to handle it. I often see 2 buses simultaneously at the resorts already. Gondola Option: The report says there would be no parking at the platform at the entrance of LCC. Parking at the entrance needs to be maintained. There are a significant amount of users who park there to access climbing areas immediately next to the parking lot as well as across the street, year-round for rock and ice climbing, as well as mountain biking, cycling, and running. What is the plan for parking if the platform takes up that parking lot? The platform could be located next to the parking lot instead, and the parking lot remains as is. The report also says the gondola has a capacity of 5,000 people per hour, but the report uses 1,050 per hour. Explain how this number was calculated as the appendix does not explain. Use a realistic number of cabins and frequency, then what's the actual capacity? How many cabins and how often are they running? Cog Rail: The cog rail was eliminated because the report assumes a large parking structure is needed at the entrance. The parking lot can remain as is, and a bus can provide service to the train at the entrance. This would likely cause the option to pass Level 1 screening. Also, the report does not even discuss how a cog rail would be placed inside the canyon. What's the concept for that? The report only talks about the rail outside the canyon, which misses a major portion of this option.	Ryan Cuzme	Website
6269	Hello Josh, Bri, and Vince, Congratulations on getting to this milestone during the EIS process! Your team has done a great job and we look forward to continued collaboration. Attached are the comments from the Central Wasatch Commission regarding the screening and alternative reports. Thank you for the opportunity to comment and engage as a participating agency. Please do not hesitate to reach out to us should you have any questions. Thanks!	Blake Perez	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6270	<p>I truly appreciate the opportunity to make a few comments on the proposed UDOT alternatives for the Cottonwood Canyons, more specifically, Little Cottonwood Canyon. My comments are general and address the overall process that has been on-going since the Mountain Accord days. I have asked that my name also be added to a community analysis as one of a large group of home owners who live in and near the mouth of Little Cottonwood Canyon. My opinion of the proposed alternatives is included there and I truly hope that this will be actually read and given serious consideration as there was a great deal of study, thought and professional analysis that went into these comments.</p> <p>Since the percentage of Utah residents that ski is only around 6-7% of the total population, there are a lot of tax payers and residents who will think of many more important uses for such huge amounts of our tax dollars. Too bad they know nothing of what is being contemplated for the benefit of two private resorts. So, before we all just roll over and accept the huge amounts of money being proposed for the benefit of privately owned resorts, I think it would be appropriate to begin posting the amounts of ski resort liability and responsibility toward these costs, and in specific detail.</p> <p>For example, the proposed parking or "transportation hubs" will be a substantial cost. Should tax payers bear the cost alone or should the private ski resorts, reaping the benefits, be required to accept their responsibility? Consider that businesses in Utah are usually required to provide adequate parking for the commercial operation they are engaged in. I had the privilege of building and adding onto facilities for our company that served Utah and the Salt Lake Valley for 64 years. When we had to present plans to planning commissions before obtaining permits we were specifically required to provide on-site parking on our own property for the projected number of end users. An alternative for this was to provide validated parking stickers for other parking facilities, but the burden still fell to us for providing parking for the customers we served. We were forced to accept the cost of parking for our customers one way or another. This prevented us from building larger buildings because we were required to have adequate parking on site where validated parking was not available nearby. Street parking was never a consideration permitted by the planning commissions we met with for approval.</p> <p>It seems that the privately owned ski resorts have been able to avoid this normal business expense and responsibility with the help of our tax dollars and the allowance of roadside parking on our highways and neighborhoods. The normal requirement of parking for private businesses has been overlooked or forgiven by politicians from the various cities and county and that has saved these private businesses. (ski resorts), many millions of dollars. Is it not enough that our state pays for Millions of dollars of advertising world-wide for these private businesses?</p> <p>I believe it is reasonable for citizens of Utah to expect that these businesses will be paying for the expenditures for these "transportation hubs", (parking facilities). It is past time that they accept this responsibility to provide parking for their customers rather than allowing tax dollars to do it. In addition, the on-site ski resort parking facilities are inadequate and the roadside parking in the canyon is just one more problem that creates a safety issue as well as detraction from the overall expected experience of the end user. If private car usage is continued to be permitted then the resorts must be held accountable to upgrade their inadequate parking facilities on their own property.</p> <p>This is merely one example of how the ski resorts are being provided with "special" consideration that other businesses do not receive. Some would call this discrimination against small business. A gondola option as suggested, would require significant outlay and the figures shown are intentionally misleading because they do not account for the snow sheds that would still be required or the roads would continue to be as dangerous and subject to the whims of the storms as they have been. This is the process that UDOT and special interest groups use. They low-ball construction estimates to get easier approval, a foot in the door, and then go back for funds to finish because initial estimates were intentionally low-balled for easier approval, but knowingly not enough for completing the project on budget. We can easily see this happening with the impractical gondola proposal.</p> <p>Through all of this planning, the hundreds upon hundreds of homes that are adversely impacted by this rush to aid the ski resorts have received miniscule, if any consideration by UDOT or Wasatch/Mtn. Accord and the various stakeholders. There has been zero discussions or concerns about any relief for the home owners held hostage to ski traffic through our neighborhoods. If we are all in this together then don't just concentrate on how to improve things for the top of the canyon, but rather consider solutions for the very bottom of the canyon equally. That brings me to one of my main concerns and that is the limited scope and area considered in the initial EIS.</p> <p>FLAWED EIS – Despite our attempts to have UDOT expand the EIS to include all major arteries leading into the canyon funnel, many of us believe the EIS, just completed, was intentionally abbreviated to reduce obvious costs and it should have covered expanded areas and a broader scope. The impact of road closures, long lines and denied access to hundreds of our homes has not been considered in any of these studies or plans that have concentrated on smoothing the access for skiers to the resorts at the top of the canyon. Certainly there is no thinking person that could argue these communities are not impacted. Any impact study needs to include all the areas of impact or it is simply . . . incomplete. Many residents feel this is an ugly reality of our community leaders where the money from visitor's two week vacations is more important to tax base coffers than our lives as residents and property owners. There have certainly been NO efforts that would convince us otherwise!</p> <p>On many days, the lines of traffic clog every access artery leading into the mouth of the Little Cottonwood Canyon. Skiers have found back roads through neighborhoods that give them a few minutes advantage to get into the main stream of the bumper to bumper progression, and they virtually jam every access and prevent residents a reasonable return time back to their homes. There are times when park and ride cars are left in our communities and to such an extent, that it frequently feels as if we have built our homes in the middle of a major parking lot. There are times when returning to our residence after a quick trip to run a child to school or quick trip to the store or early appointment cannot happen for 1-2 hours. This is totally unacceptable! Do Utah resident home owners not warrant more consideration than this??? So far the answer would be a resounding NO! That is a shame and should be an embarrassing admission from every mayor, city council member, state legislator and Governor, but it seems it is easier to just ignore a difficult situation.</p> <p>The only way to resolve these problems is to include at least the main arteries leading into the mouth of the Little Cottonwood Canyon funnel in the total EIS. Failure to do this will prevent these troubled areas from sharing the benefit of serious consideration and optimum solutions. Denying homeowners and residents access to their own homes without waiting in the same 1-2 hour lines is totally unacceptable. The thinning of traffic must take place before it enters the funnel, which begins at Wasatch Blvd. It's a huge problem for hundreds of homes, not just one or two or a dozen or so!</p> <p>All efforts, all planning, all expenditures have been focused on getting more people to the ski resorts at the top of the canyon and none have given equal concern to the detrimental problems at the bottom of the canyon and the arteries leading into the funnel of the canyon. More studies, more time and less haste to spend tax payer's money need to be explored with more detailed EIS and alternate studies to determine several major points of concern.</p> <p>1- What percentage of daily ski traffic come from Utah Valley, Draper and what route do they use to access H-209, H-210? If it has not been done then it needs to be studied. If it has been done then the results need to be made public. There are days when Wasatch Blvd are grid locked for nearly 2 miles south of 9400 S and for over 1 mile west of 9400 S. These routs can't handle the kind of access they receive without creating grid lock for residents trying to regain access to their homes if they must leave during heavy traffic periods.</p> <p>2- What is the Canyon's carrying capacity? What amount of traffic and general usage can Little Cottonwood and Big Cottonwood canyons handle. No formal study has been completed to determine this and yet we are proceeding without that kind of knowledge and ready to spend hundreds of millions of dollars. We may find that a responsible study could indicate that we have already exceeded responsible carrying capacity. Certainly, we know for a fact that the use of these resorts for Olympic venues were not considered because it was determined to be detrimental to the environment of these small and fragile canyons. What has changed???? What made them less fragile?? The public needs many more answers that have not been forthcoming.</p> <p>3- These public comment periods are great, but with the very limited advertising, the vast majority of Utah residents have no clue that these expenditures are pending or being considered. There needs to be much greater resident involvement. The number of people responding to this public comment period will be dismal compared to any professional organization's attempt at getting a representative consensus. For example, Envision Utah would likely obtain comments from 20-50x or more than the number of people responding to these three presented alternatives. I guarantee that the vast majority of Utahans who will share the burden of paying for the costs of subsidizing the private ski resort owners and more UDOT programs are still not aware of the proposed expenditures for these canyons.</p> <p>Finally, I want to copy a small portion of our community endorsed response to UDOT and these presented alternatives. They are so well presented that I include them as part of my comments in the hope that more people might have the opportunity to see and consider such serious and professional analysis.</p> <p>Carrying Capacity and Other Issues The additional critical points regarding the future of LCC are related to but not directly tied to the UDOT EIS.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	C Craig Zimmerman	Website
6271	<p>The reason I'm submitting these comments is because I am a skier who has been driving up and down the canyon several days a week for over 4 decades and know the issues. There is a lot to digest in the 438 pages of this comprehensive and extremely informative "Draft Alternatives Development and Screening Report", and I commend UDOT for its thoroughness.</p> <p>It is well documented that Little Cottonwood Canyon Road has one of the highest avalanche risks in North America. Snow sheds should have been built years ago as a major step in improving reliability and safety in the canyon. With either of the enhanced bus alternatives or the gondola, and with or without tolling, there still will be quite the variety and need for vehicular traffic on the canyon road; residents, employees, non skiers, non resort traffic, deliveries, maintenance, construction, and other services (emergency or non emergency), conference wedding and convention business, taxis, canyon transportation companies, charter buses, destination hotel guests, timeshare owners.</p> <p>Building the snow sheds should be a first step, regardless of any other alternative.</p> <p>Snow sheds won't completely solve the road reliability issue. I know this because I have been to Zermatt in Switzerland and avalanches overwhelmed the snow sheds and closed the road and train tracks on the day I was supposed to leave. I had to take a helicopter out of the canyon.</p> <p>Nevertheless, snow sheds in LCC would</p> <ul style="list-style-type: none"> - Eliminate or reduce the number of road closures for avalanche control - Improve the traffic flow for buses and vehicles during the problem periods; some weekends, during or after storm days, and holidays. <p>My impression is that solving this problem would require a synthesis of two or more alternatives considered in this order:</p> <ol style="list-style-type: none"> 1. Build snow sheds. 2. Keep the same ski bus routes and stops, and increase the number of buses (headway) with now additional roadway capacity in LCC. There should be stops on the bus route as there are now. 3. The gondola sounds lovely and world class, befitting the quality of the ski areas it will serve, especially if it is just the cost of a bus ticket to ride it. The gondola should be the "point-to-point" option as opposed to the enhanced bus alternatives. Snow sheds should be included in the gondola option because of the need for the road to carry other vehicular traffic as noted above. The road would be a necessary fall back if the gondola could not run due to severe weather (i.e. wind and/or lightning) or power problems. 4. Enhanced bus with road widening but with current bus stops. 	Neil Cohen	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6272	<p>I'm really disappointed in the options provided in this EIS. They all come from the viewpoint that we are going to build our way out of the problem, which is not going to happen. To solve the problem without completely ruining our amazing canyons, we need to adjust human behavior. I will provide insight into the flaws I see in each proposal, and then my suggestion for how things should be approached at the end.</p> <p>Enhanced Bus Service:</p> <p>This is the best option only because it is the least invasive and least expensive. But it is still fatally flawed. There is still going to be massive congestions on all the arteries leading to the area and the cars that are still going to drive up the canyons. This is especially the case because you are building one of the mobility hubs at the mouth of Big Cottonwood, so to access it, cars still need to either drive north on Wasatch Blvd, East on Fort Union, or exit off of 215. So it alleviates none of the congestion in these areas. Then, the buses will be stuck in this traffic and will therefore be just as slow, but much less comfortable. This will just lead people to choose to sit in their cars in traffic rather than cramped in a bus in traffic.</p> <p>Enhanced Bus Service in PPSL:</p> <p>The point of the National Forest is to preserve and experience the natural environment. We don't want a giant, multi-lane highway going through it, nor the environmental damage caused by building and maintaining it! And while this will free up buses to move quicker than traffic once they make it into the canyon, you still have the problem of all of the congestion between the canyon mouth and the mobility hubs caused by cars wanting to get up canyon. The buses will be stuck in this traffic, causing the same issue I described for the Enhanced Bus Service.</p> <p>Gondola:</p> <p>For the love of God, take this off the table immediately! This is an expensive tourist attraction, not a serious solution for alleviating congestion for locals. The congestion in the canyons only occurs on big powder days, where everyone is showing up at once to try to get first tracks. The Gondola will not be able to haul enough people in that short amount of time to provide any sizable dent in the congestion. Then, in order for someone to ride the gondola, they have to drive to a mobility hub, get out of their car, wait on a bus, ride the bus to the gondola, get off the bus, wait in line for the gondola, get on the gondola, and then finally get off at the resort. This is a stupid amount of steps that will take just as long or longer than driving or riding the bus, plus it is more hassle. On top of all that, again, National Forest = preserve the natural experience! We do not want to have this gondola and all of its cables and towers ruining the view of the mountains!</p> <p>The Right Solution:</p> <p>The population of the valley is only going to go up. As such, we are not going to pave our way out of this congestion issue. Put in more asphalt and more cars will show up to fill it. Put in more parking lots around the canyons and more cars will show up to park there, until the lots are full and the roads getting to these canyon parking lots are gridlocked, blocking any attempts at speedy bus services. If you really want a long-term solution, you need to stop catering to cars! (and I say this as someone who drives a car up the canyon.) You want to solve the congestion issues in the canyons? The first step is to stop allowing cars up the canyon, period! Make it a bus-only road, but connect it to the wider public transportation system so that people can access the system near their house, or from several hubs distributed through the valley (Not right at the canyon mouth!). Then implement your Enhanced Bus Service plan so there are enough buses to service the people accessing the transportation system from throughout the valley. But don't widen Wasatch Blvd, because if there aren't all the cars trying to get to parking lots at the canyon mouth or get up the canyon, then there isn't traffic! If you really want to solve this problem long-term, you need to force a change in human behavior by preventing the use of cars to get up the canyon (at least in winter when it is most congested, to start) and provide a good enough public transit system to get everyone up canyon.</p> <p>Like it or not, this valley is becoming a dense urban area, and will only continue to get more populated. The only solution to our congestion woes are to stop catering to cars and start making it possible for people to utilize high capacity public transportation. So please, don't spend our tax dollars on expensive construction projects that will not solve the problem and will irrevocably mar our canyon wilderness. Be bold and switch your mindset. Cater to people and the environment, not cars, by making the canyons bus-only roads, increasing the number of buses, and establishing mobility hubs further out in the valley that won't just provide access to public transportation up the canyon, but to other locations in the valley as well.</p>	Douglas Rombough	Website
6273	<p>Of the three options, I most support the enhanced bus with roadway widening, then the gondola, then the enhanced bus without roadway widening. I believe the enhanced bus with roadway widening will do the most good with the least harm to the canyon's environment and least amount of stress to commuters, and provide new recreation possibilities in the summer. I feel that the enhanced bus with roadway widening will allow buses to most seamlessly get people up and down the canyon, without snarling traffic like I feel more buses without the road widening would cause (the biggest nuisance getting up and down the canyon on powder days is stuck vehicles, and a designated lane would allow more room for buses to get up and down the canyons without adding to the traffic issues).</p> <p>I feel the gondola is a good plan B, but feel it has by far the most dramatic impact on the canyon's environment, and would be the most involved in terms of building and the longest commute of the options. I prefer more lower-capacity options more often than larger-capacity options less often.</p>	Isaac Hale	Website
6274	<p>Regardless, thank you for taking steps to improve peoples' experiences in Little Cottonwood Canyon – Y'all rock! (And something like this should happen to Big Cottonwood Canyon too, I think).</p> <p>The gondola is the best option. Better long term value. Better for the fragile environment it is going through.</p>	MICHAEL MARTY	Website
6275	<p>The best approach to this problem is one that takes cars off the roads...period. Encouraging more people to drive to the ski resorts only adds to the congestion, gridlock, air/noise pollution and presents a danger to those that live in neighborhoods along Wasatch Blvd. I see that on all three alternatives Wasatch Blvd would be widened, so I guess that's a given and you don't want any input on that? I wish the summary would have included detail on the widening. How many lanes? I've heard all the way from five to seven lanes. This would definitely not help in reducing the number of cars on the road. The solution should encourage those that would normally drive a car to take public transit, so there has to be a huge incentive and convenience for this to happen. Providing bus-only lanes going up the canyon, increasing the frequency of bus transportation up the canyon, instituting a toll (at least in the winter time, if not year-round), and developing the gondola for mass movement seems to be the best approach. I'm not sure what that means to widening Wasatch, but making it a seven-lane thoroughfare through a neighborhood community would be absolutely ridiculous for reasons stated above - increased pollution, huge neighborhood impact, and doesn't solve the gridlock/congestion problem. This approach would be totally irresponsible. The future lies in providing convenient mass transit to get those cars off the road! Thank you.</p>	PAT HOLMES	Website
6276	<p>After reviewing the EIS produced by UDOT, I am still trying to figure out the benefits to anyone other than skiers who use the canyons during a brief period of the winter. The gondola option will not meet the need to reduce car traffic in LCC but will negatively impact both the viewshed and, most likely, the watershed in the canyon. Increased electric bus service appears to be the only option that doesn't permanently, and negatively, alter either canyon yet addresses the need to reduce car traffic, although the Transit Hub concept will not benefit the quality of life of the nearby neighborhoods. Also, the idea that UDOT needs to try and control or mitigate avalanches is hubris at its best. What about the impacts to hydrology or erosion in the canyon caused by any of UDOT's alleged solutions? Again, the negative impacts of the changes proposed in this EIS outweigh any benefits -- unless you own a resort. Last, all of this also begs the question that if this study is to benefit transit, why isn't UTA leading the process? UTA does transit while UDOT builds roads; a road builder designing a transit solution is doomed from the start. I would like to see this EIS redone to include input from UTA and a review by the Central Wasatch Commission. The fact neither appears to have been directly involved in the creation of this proposal is alarming.</p> <p>For those of us who don't ski but do hike in both Cottonwood Canyons, this plan provides no protection of OUR interests in maintaining the environment, to include wildlife. Part of the reason why a lot of us like living along the Wasatch Front has nothing to do with skiing but everything to do with the majesty of the mountain range and the benefits of being in nature on one of the many trails available. Sadly I see nothing in this plan to protect that. The proposals in this EIS are myopically focused on benefits to a limited segment of the population but will have negative impacts on the majority of us who live in the Salt Lake Valley. Given the amount of interest in this issue, I expected better.</p>	Lianna Coleman	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6277	<p>To whom it may concern,</p> <p>I always feel the need to engage in these comment periods, as I live and play year-round in the town of Alta. For what it's worth, I don't own a home anywhere else. I actually live in Alta. The decisions made with this project will directly affect the place where I vote and call home.</p> <p>We can't deny that the traffic in LCC has only gotten worse over the years, and with the addition of more and different passholder traffic, the canyon has only gotten busier.</p> <p>The first question I would like to ask is whether or not we even want this traffic. Is having more people better? Is it necessary for us to accommodate more visitors in this small canyon? Is it necessary for business and livelihood? I don't know. That's a decision for people above me who facilitate my lifestyle and availability for a job. But, hey, I live up here. So I think the first thing we need to ask ourselves is: Why?</p> <p>If we agree we want more people and business in the canyon, then we can agree that we need to solve the traffic issue in LCC. Highway 210, as-is, just won't cut it anymore.</p> <p>Assuming there is plenty of parking and there are more than enough hours of operation, a Gondola sounds effective and downright fun. Put everyone in some gondolas at 7am so they can enjoy a view and their morning coffee before they get in the corral earlier than ever before! Hell, maybe visitors can still grab some apres before catching the last Gondola back.</p> <p>I will choose to leave my armchair-environmentalist thoughts aside, because again, someone else who knows more than I can handle that. Let's just assume the gondola would be built with all native species and natural wonders completely and entirely untouched. Right? Right.</p> <p>On the other hand, we currently have a Bus system in LCC. There also are some light rideshare programs in place. Based on the Recurring "Red Snake" I've been seeing, I don't think these systems are working as well as they could. Yet, they are there waiting patiently to be put to their full potential.</p> <p>All proposed new transportation solutions seem to be a move in the right direction. It's just a matter of how big you all think you need to go. Does it seem smart to jump straight to the gondola idea? Maybe start by improving what we have instead of building towers and permanent view-obstructing machinery. I don't have the strongest opinion on the actual form of transit. I won't be taking it. The bigger issue to me is making sure it is put to good use by the visitors and it isn't downright offensive to those that reside in the canyon.</p> <p>I'd like to give my own two cents on why people don't use current public transit in LCC: -There is no cost to drive up the canyon (yet) -There is no cost to park at either ski area (yet) -There really isn't much parking at the base of the canyon (yet) -There is no time saving/convenience benefit of taking the Bus (yet)</p> <p>Who wouldn't enjoy the comfort of their private vehicle when it simply is more convenient and enjoyable than taking the bus or sharing a car with your smelly friends with their own schedules and stipulations?</p> <p>The great part is that there will be serious progress made with just the other ideas in the proposed plan: -More parking at the base of the canyon. Perfect. -Snow sheds. Genius. -Lessening available parking by eliminating roadside parking. Great incentive. -Tolling at the bottom of the canyon. DING DING DING! WE HAVE A WINNER!</p> <p>If anything can disincentivize people from testing out their driving skills in a foot of snow in bumper to bumper traffic, it's charging them to do so! You know what sounds a whole lot better? Sitting in a gondola car or hopping on one of the many busses populating UT-210. Hell, it'll be cheaper to take the ride instead of driving, right? Right??</p> <p>The most important issue isn't providing a more convenient public transportation system to be forgotten about and driven past. It's about making driving up LCC in a personal vehicle seem worse than taking public transit. Maybe unfortunately, the best way to do that may be to include a bit of a price tag for doing so.</p> <p>I do hope this comment is read and understood. I would like to take a moment to thank you all for what you do and are doing. I especially would like to thank you for giving the people a chance to speak out. It does not go unappreciated.</p>	samuel askins	Website
6278	<p>So much to cover. UDOT is all about building, not much here about encouraging carpooling. Being that there is tolling infrastructure (\$5 million!!!) that can be used for collecting fee for cars with less than 3 occupants. So I would be in most favor of enhanced bus service option. With least amount of widening of Wasatch blvd.</p> <p>The gondola option with multiple transfers would not be so popular. Can't guess what a 1000 car structure at mouth of LCC would cost. And all this\$\$, just to take off a third of cars.</p> <p>What will be the impact on the resorts and Watershed with all these additional people. PS. I worked and skied at Snowbird from 1979-2002, so I have spent some time up there(knew Carlos). Things have gotten crazy and squeezing even more people will?? One more, The cost of snow sheds seem to be Not worth it. It doesn't keep the road open much more. When danger is very high, the road still won't open and the lifts would be closed.</p>	Jeff Mikaelian	Website
6279	<p>We would like to have UDOT present other options that were not presented in the draft options. That would satisfy the public curiosity that has surrounded canyon transportation solutions for many years. A train or monorail might need more accurate study. At least the public should know the details of those other top options. Will there be an opportunity for further study and public comment on other draft options?</p>	Barbara Cameron	Website
6280	<p>I believe that increased bus service only is the best option. I am concerned however about the millions of tax dollars that will be spent just to benefit two private businesses. There are many more user groups whose input needs to be taken into account. Personally I believe in just increasing electric bus service and having a toll on the busiest of days will suffice. LCC is a special and magical place that needs to be protected and kept as wild as possible.</p>	Casey Lavallee	Website
6281	<p>Gondola my choice</p>	Mike Ryan	Website
6282	<p>I am in support of the gondola. It's is a no brainer!</p>	Amanda Greene	Website
6283	<p>I strongly urge UDOT to support Enhanced Bus Service with Roadway Widening as a reasonable solution to traffic congestion in Little Cottonwood Canyon. This would take into account addressing not only commuters needs, but also offer provision for enhanced avalanche protection.</p>	Anita Leach	Website
6284	<p>I support the gondola over widening the road and adding an extra lane. The gondola will be more cost effective, is better for the environment</p>	Dustin Glazier	Website
6285	<p>I agree with UDOT in creating 4 or 5 lanes on Wasatch Blvd. It is a widely used through fare with ease to the Cottonwood Canyons.</p> <p>I wrote a big comment for the City of Cottonwood Heights, and tried to email it to you.</p>	Amie Kelsch	Website
6286	<p>This is already out of date. And by 2050, anything we do right now will be hideously old, out of style, and embarrassing. I see someone is already advertising a #4 choice of utilizing the La Caille property as parking and base for the gondola. And I know of another property that will be for sale.</p> <p>We want our speed limit back to 35 mph, safe turning in and out of the residential streets, all the homes saved, our neighborhood restored to wholeness, and the traffic and the horrible pollution rising of miles of parked cars idling while parked on the road. Traffic backed up to the high T intersection should be directed on down to sandy's gravel pit parking and mall. give them a choice of a very expensive idling ticket or moving on. to a more comfortable waiting place--adjacent mall with warm drinks, food, bathrooms, wifi. Put up some barricades that allow residents only into the residential area. give us stickers for our cars, and facilitate us and our drivers in the traffic when the traffic does start to move.</p>	Lee walker	Website
6287	<p>The number one solution is that all resort employees and single occupancy vehicles must take the bus with an exception for critical resort personnel. Increasing the opportunity for more vehicles in the canyon does nothing to curb the congestion problem unless you remove the quantity of vehicles experiencing the bottle necking at several locations. Enforcing no single occupancy vehicles is also better for the environment. With this in place, I'm also for the expanded road (two lanes both sides - the entire way plus extra lanes all the way to the freeway), snow sheds and enhanced bus capacity. As a near daily commuter of the canyon for the last 13 years, I don't think any of these solutions are fit to last more than 10 years unless coupled together. On the environmental debate, I'd sacrifice the land to reduce the number of cars that sit idling in traffic. My primary argument against the gondola is travel times and logistics. The extra shuffle of hauling gear from car park to gondola to bus to resort is simply not practical. Have you ever ridden the cabriolet to get to the Canyons base? It's the most annoying aspect of skiing PC at Canyons. Now can you imagine if nearly everyone was forced to ride it at the base of LCC during a powder day? No one is going to wait for it when the alternative option is to drive. I'd easily sacrifice sitting in my car for 20-30 min of traffic just to not shuffle and haul gear especially when it's cold outside. In the nicest and rational way possible, I'm also not interested in seeing a giant gondola in future Ski Utah and Ski City Ads. We don't need more inexperienced people coming to the Cottonwoods because our mountains look like an amusement park with a glamorous gondola ride. Keep those crowds to Park City please. The gondola is like a beacon for inviting this type of quest and this creates unsafe skiing and riding situations for all due to the limited amount of beginner terrain the cottonwoods have available. I'm all for bringing more people to the mountains to ski for the first time, I just don't think the Cottonwoods are the place for that. Again, we have park city resorts to accommodate this market. I know I may sound a bit selfish here but I am saying this earnestly because I know many will say one thing and practice another. This is America, and Utah, and we are all selfish to a degree. We all drive everywhere and I don't see that changing any time soon, so the only way to truly hit that problem on the head is to take away our right to drive solo up the canyon.</p>	Rob Aseltine	Website
6288	<p>Enforce that and many more will find a way to carpool relieving much of the stress creating this whole conversation. That needs to be an option people can vote on. Provide data on \$ saved by carpooling. Provide Environmental data on the impact. Also, more people will carpool if they know there is an easy option to take a bus if carpool schedules only align in one direction. If it doesn't work, provide further incentives, for ex. work with resorts to award food or pass discounts for # of days carpooled etc. It can work! Lastly, if the gondola is the popular vote. Why in the heck would you not have the Alta and Snowbird drop zones be direct drops where people can ski right off the platform to the lifts or lodges if they so choose? Build ramps or something, skiing and riding in itself is a method of transportation that requires no additional capitol, little additional environmental impact, and it's fast! I challenge the designers to re-engineer the drop zones so that concept could play out. I would be way more open to the gondola if that were the case.</p> <p>The alternatives as shown are misleading and inappropriate. I believe the major focus of this study is keeping Little Cottonwood open and people being transported to up the canyon. In order to evaluate this you must examine the number of hours the alternatives will be available during times of congestion times of current closure. I will focus on closures. Currently the canyon is closed on average 59 hours per year. Snowsheds would reduce this time to 11 hours per year while the Gonda would be closed due to intense snowfall 0 hours per year. However, as snowsheds are not included in the Gonda option the listed personal vehicles would not be supplying transportation. We should thus compare the increase in transport.</p> <p>Alternative 1 and 2: 59 hours is reduced to 11 hours for a 48 hour per year increase for all 3,257 people per hour. This results in an increase of 156,336 people annually up the canyon during this currently travel limited times. Alternative 3: 59 hours of average annual closure is reduced to 0 for 1,050 people per hour. Thus it is an annual increase of 61,950 people annually up the canyon. This is an increase of 40% less than the snowsheds so these Alternatives should not be displayed as equivalent.</p> <p>In addition, with the inclusion of snowsheds alternative 1 and 2 drastically increases the safety of the canyons for canyon drivers throughout the year. Based on these two facts the Alternative 3 must have snowsheds added so it is a fair comparison to the other alternatives. Further, in recent years the canyon has experienced numerous washouts of the roads. All the alternatives should have road improvements included to protect throughout the year from these washouts.</p> <p>Last, as a resident and home owner in Sandy near the mount of Little Cottonwood Canyon who regularly hikes, rock climbs, and skis in the canyon throughout the year I support the construction of snowsheds. Snowsheds will increase safety on the road all year round and will benefit all users of the canyon. Be it residents, tourists, or recreationalists. I am in strong opposition to the construction of a Gonda and will oppose it via local government and at the federal level. A Gonda is not justified and would destroy the wilderness nature of the entire canyons. Currently, much of the impact of the 2 resorts is kept contained to their boundaries and surrounding areas. A Gonda would be a massive project impacting the entire canyon with nearly no return to the local community who paid for it. This project is a loss/loss for the taxpayers of Utah who will pay for it.</p> <p>For Wasatch Blvd I support the Imbalanced Alternative. This alternative will address issues on Wasatch Blvd without bringing additional traffic to the road which is currently not present.</p> <p>Thank you,</p>	Ken Hoffman	Website
6289	<p>While it is entirely true that action is needed in order to preserve Little Cotton Wood Canyons natural beauty, limiting the number of motor vehicles by constructing aerial gondolas is entirely the wrong approach. Gondolas are the worst possible action and I cannot stress this enough. NO GONDOLAS. Limit the number of vehicles, increase public buses, and charge a fee for solo vehicles, it's that easy.</p>	Daniel Vise	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6290	I am strongly for the increased bus WITHOUT widening the road. I am strongly against a gondola and widening the road. The gondola will serve only the ski resorts and not any other user groups. Widening the road will damage valuable resources. Additionally, the increased buses has the potential to service big cottonwood canyon. I do not understand why big cottonwood canyon is not part of this plan. If we only address little cottonwood the problem will remain. I think the gondola is the absolute worst idea and I will be so disappointed if that is the choice.	Cynthia Levinthal	Website
6291	<p>At this point, from the information given in the draft report, the widening and gondola options do not pass Level 2 screening. They likely should not have passed Level 1 screening since many other factors were missed and not considered.</p> <p>The report fails to address or even consider dispersed users which needs to be a major consideration. The report talks about possibly eliminating roadside parking throughout the canyon. The widening option reduces major parking areas in the lower canyon, and I expect the gondola option to also reduce major parking areas for maintenance access. Options that do this will create an unsustainable configuration, and cause more safety and mobility problems.</p> <p>Year-round, especially during spring through fall, the lower canyon is heavily used. There are many climbing areas where people park along the road, and any given weekend, weekday evening, you will see hundreds of cars that currently do not reduce mobility since there is enough space to park in those areas. The Gate Buttress is one example. It is not feasible to eliminate or reduce the amount of parking in the lower 2mi of the canyon or throughout the canyon. Lisa Falls and the pump house are other examples of heavily used pull-outs, and the parked cars do not go past the white line marking the shoulder.</p> <p>It is very likely people will still find ways to park along the road, even if it is not legal. Look at the Orson Smith trailhead in Draper. The parking lot is full every weekend, and hundreds of cars park IN the road. Their cars take up half of the travel lane in each direction. People also already do this in the canyons at the ski resorts; the expense of a ticket is still worth it since parking is no longer free, and they already spent 1-2hrs driving up there.</p> <p>The enhanced bus service assumes they stop only at the resorts. This means thousands of backcountry skiers, snowshoers, hikers, ice climbers will still need to drive their own vehicles. These users park at various pullouts and shoulder ares throughout the canyon.</p> <p>I've seen other people state that the chosen gondola system is zero emissions. This is not the case. The power still has to come from somewhere. What are the emissions, carbon footprint, greenhouse gas emissions from these different options? This needs to be considered given the climate change.</p> <p>It is unlikely the gondola will be used very much during the spring through fall. The gondola is mainly for the resort skiers, and services no other users. This option places a lot of infrastructure throughout the canyon that will remain fairly unused during the spring through fall. How much would this cost to ride? The cost of a ride may be a huge deterrent to even use. The towers would be placed very close to climbing areas, reducing parking, negatively affecting outdoor experience, and hindering search & rescue.</p> <p>I'm on Salt Lake County Search and Rescue. About 10% of our rescues result in a helicopter hoist operation and landing in the roadway due to very critical patients needing the fastest medical attention, and about 50% of rescues use a helicopter in general. The gondola cables running next to climbing areas may make aerial hoists impossible, adding several hours to a rescue, which can certainly make the difference between life and death of a patient. We have had Life Flight pick off an injured hiker or climber from those areas, land in the road, and immediately provide medical attention/operations on the road. Life Flight must land to get the patient in the helicopter; they can not bring a patient into the cabin while they are on the hoist.</p> <p>The widening and gondola options will have a huge negative impact on the area, and of course a lot of outdoor organizations will have a huge negative view of UDOT and decision. Organizations like Salt Lake Climber's Alliance (SLCA), American Alpine Club (AAC), the Access Fund, Save our Canyons, Protect Our Winters (POW) have all made differences in the national legislature in person in Washington, DC. They have made changes to help protect public lands, national parks, wilderness areas, etc. Little Cottonwood Canyon is known world wide for it's access to climbing, skiing, and has an enormous history in these regards. Eliminating or significantly reducing the access is not an option.</p> <p>If we are going to do this it would be wise to consider rail. The life time cost of busses is exorbitant and a road has always been utahd approach to out detriment. The stats that were provided on the speed and efficiency of a cog rail we're highly inaccurate and it would look bad for the state to appear as though we blocked rail as having an opportunity. A one seat airport to resort experience would make Utah the greatest state for eco responsible tourism and public users of recreational land usage. It would give me great pride in our state to consider such a great option.</p>	Ryan Cuzme	Website
6292	If we are going to do this it would be wise to consider rail. The life time cost of busses is exorbitant and a road has always been utahd approach to out detriment. The stats that were provided on the speed and efficiency of a cog rail we're highly inaccurate and it would look bad for the state to appear as though we blocked rail as having an opportunity. A one seat airport to resort experience would make Utah the greatest state for eco responsible tourism and public users of recreational land usage. It would give me great pride in our state to consider such a great option.	Kaden Killpack	Website
6293	Alta and Snowbird are special slice of the earth. Putting in a gondola is absolutely not the answer. Enhanced bus service would solve the route of the problem and still keep Little Cottonwood Canyon special. Please don't mess this up.	Charlotte Miller	Website
6294	Please increase bus service but do not widen roads or add new infrastructure. Cottonwood Canyons are a special natural resource and additional lanes or construction of a gondola would severely impact and detract from this beautiful canyon.	Tracy Fisher	Website
6295	I would like to see the gondola alternative option because it is the most eco-friendly and I think that a lot of Utahns would appreciate something that wouldn't put as much pollution in our valley. While widening the road would greatly lower transit times with the bus option, I think we should consider that this would involve destroying our beautiful nature. We are blessed with the mountains and nature we have in this canyon and I believe people would rather it take a little longer to get up and to be able to see this fascinating sight than getting up quicker with a less beautiful view. Additionally, the gondola would be a GREAT way to be able to see the canyon from a different perspective which could attract people to use it for more reasons other than simply transit.	Alexxis Ward	Website
6296	<p>I whole heartedly support Alta Ski Area's request. Namely, that we choose the gondola alternative but with the modification of adding a very large parking facility at the base of the gondola. Unfortunately, we as Americans seem to hate public transit and the logistics associated with using it. If we can drive to the base of a gondola, park and then ride the lift to the ski area, the average user will perceive this as not using public transit but rather driving to the base of a lift. This option will be the one most embraced and utilized by the public in general. The expense might be considerable but we are already considering spending nearly half a billion dollars. Spending a bit extra to do it right is the only reasonable thing to do.</p> <p>In my opinion the worst option on the table is Alternative 1, enhanced bus service with no additional road way capacity in LCC. This is a substantial amount of money that will only make the situation different not better.</p> <p>Our choice must really come down between Alternative 2 and 3. Both are a significant expenditure but we must come up with a way to drastically change the current situation. I must reiterate though, neither solution in the current form is really the best solution. We need a gondola with a massive amount of parking at its base. Whether this means a large expensive parking structure or it means, displacing residents at the base of LCC (at significant cost), we need the gondola with parking at its base.</p> <p>I do believe tolling the upper canyon is a good way to limit vehicular traffic to the ski areas, while providing access for those just looking to access the backcountry. This toll though must be set at a prohibitively high level. It should not be considered as a revenue stream and priced accordingly but rather as a way to prevent vehicles from using the road. It should be jaw droppingly expensive. Furthermore, until one of the alternatives is implemented, we should start tolls on the upper road as soon as this winter. The goal should be to limit the number of vehicles to the ski area. The fee structure should be based on increasing the number of vehicle occupants trying to incentivize carpooling. Something like free access for a vehicle with three people or more, \$80 for two people and \$100 for only one occupant. I say this as someone who normally drives up by myself and could not afford the tolls I have proposed. I and many other people would be incentivized to car pool. Also, the toll should utilize technology such as some sort of EZ pass so that the toll does create even more traffic.</p> <p>For the Wasatch Blvd. portion of the plan I like both the five-lane option and the imbalanced lane option. While I feel that all we need at the moment is the imbalanced lane option, the cost of going with the five-lane option is only nominally more expensive and it is a much more long-term solution. Putting in five lanes now will save us money in the future and the headache of more future construction when congestion inevitably increases.</p> <p>Furthermore, to provide local season pass holders an incentive to utilize public transportation options, the ski areas should provide large season long locker rental so that gear can be left at the ski area. This gear would not have to be transported up and down the canyon every day on public transport, which can be a logistical nightmare compared with transporting it in a personal vehicle.</p> <p>We should also immediately change how vehicles are checked for proper equipment, such as AWD/4WD and snow tires. When the police set up at the mouth and individually check every vehicle it creates an incredible traffic jam. We should require that any vehicles utilizing the canyon in the winter be inspected and stickered as being in compliance. We should also invest in an infrastructure that would automatically check for a compliance status, so that officers do not have to do it manually.</p> <p>As a side note: If a third lane is added to LCC Road and it is utilized as a bike lane in the summer, we should install small bike-oriented signs like they have on European climbs. The signs indicate distance to the top, gradient next kilometer (we could use miles if necessary) and sometimes elevation. While we are at it lets install this sort of signage on all the canyon roads around SLC.</p> <p>Thanks for considering my comments.</p> <p>As an avid skier and former industry employee, I strongly believe that Little Cottonwood Canyon, and Big Cottonwood, have surpassed their winter traffic capacity and the time for a solution has never been more imminent. Unfortunately, Utah's famous snow is becoming overshadowed by traffic and parking issues diminishing the consumer experience and harming the potential of this powerful economic pillar in our community.</p> <p>After reviewing proposal information available online, I am not in favor of widening Wasatch Boulevard as that proposal will only hand our traffic issue to a future generation and does not address Canyon safety and pollution concerns. I am supportive of Bus Rapid Transit or the Gondola works proposal. That said, either of those options would require significant behavior changes on the part of the consumers, and a successful plan will address and incentivize those changes immediately.</p>	Fredrick Scott	Website
6297	<p>Those behavior considerations include:</p> <p>The convenience of parking and transportation to the Gondola or BRT hub. This also includes buses throughout the Wasatch Front not just at the base of the Canyons.</p> <p>Options for people to store personal items at the resorts. Especially, with the popularity of the Ikon pass and more visitors seemingly lodging in the valley, onsite personal item storage is a must. Perhaps new days lodges with enhanced facilities could be located where parking lots had previously existed the resorts.</p> <p>Incentives for using the Gondola system instead of driving to the resorts. For example, will all resort parking be paid?</p> <p>Family convenience, will there be any special accommodations for families traveling to the resorts with gear and small children (similar to airports)?</p> <p>ADA compliance (goes without saying)</p>	Jessica Kunzer	Website
6298	The gondola option seems like the best option because we would not have to shave down more of the mountain to build a wider road. I would like to keep the beauty of Little Cottonwood Canyon while also providing a really diverse option for alternative transit. The cost of building and maintaining the gondola would not be cheap, but I believe the cost of destroying our mountain would be more.	Shea Tripp	Website
6299	Why in the world would you want to scar up the mountain with cables and towers for a gondola? Do you not love to see nature I disturbed?! NO gondola!! Stupid just stupid.	Suzette Johnson	Website
6300	Public access is most important to me. Rock climbing access preservation would be best with the bus option. Taxpayer dollars benefiting the private ski resorts does not seem best to me.	Guy McAtee	Website
6301	No gondolas. Not necessary! No more lanes	Ouille Theppakkhamson	Website
6302	It is imperative we find solutions for the growth we expect to see in the not so distant future along the Wasatch front. We also must find a way that does not completely degrade the Wasatch (by putting in another lane of traffic) or installing a gondola. We have to treat this like the resource it is and allow for more frequent buses like Zion national park does. The Wasatch is such a wonder and recreational resource for those that live in the valley that we must do everything we can to preserve it for future generations. The idea of having more frequent bus access is the most appealing because it maintains more jobs and allows for a greater sense of community. The last thing we need is more private cars going up the canyons just because I think it would make it feel like a free for all. With buses, visitors and Utahns might better understand that we want to use this space more respectfully as a community.	Hyojung Na	Website
6303	Thinking about the different way of commuting up Little Cottonwood Canyon in my eyes, would be rail. From an environmental stand point rail would be the least amount of impact from carbon emissions to traffic congestion even accidents. If a bus route was the way to go say the bus breaks down and leaks fuel. That getting into the stream could cause quite an issue with the eco-system from vegetation to the fish, so on and so forth. A gondola wouldn't be a bad thing either but you have to remember there is a lot of people that have a fear of heights. And they probably would rather just drive. You have to make it the most convenient for people flying into the Salt Lake International Airport to the final destination. That being Alta and Snowbird. With all the rail through out the valley I don't see why rail isn't the top option.	JD Laub	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6304	<p>Hello,</p> <p>I have read through the EIS and these are my comments:</p> <p>The population of the valley is growing, and tourism to LCC is growing; if we put down more pavement, it will be filled by more cars. I do not believe the proposed plans to expand the road will alleviate long-term congestion, but rather allow for more. I believe that the best solution is to close down the canyon to cars (maybe only during the ski season) and make it a bus-only road with drastically enhanced bus service from the hub. I have a feeling that this is the simplest solution as well as the most cost-effective. And we already know that skiers are willing to ride buses; ridership increased by almost 50% when UTA improved service!</p> <p>As for the Gondola - only tourists will want to park in the hub, take a bus to the base, then ride the gondola up. Locals will not want to bother with that many transitions. Furthermore, it would be unappealing to see cables and towers and Gondola cars when recreating in the canyon. Keep the views clean and pristine, even if there are a lot of people up there!</p> <p>Thanks for taking the time to read my comments.</p> <p>Sincerely, Dr. Jordan Herman</p>	Jordan Herman	Website
6305	<p>Of the solutions provided I think increased bus frequency with no road widening is the best option. The Gondola seems like a cool idea and maybe could work but would require increased capacity, better thought out parking, and further thought out cost structure.</p>	Bradley Allenick	Website
6306	<p>As an employee of LCC for 20 years and a resident in SLC for 33 years. I believe the gondola is the only answer. Granted the idea of taking busses to the gondola hub does not seem viable. I am worried many will not ride the gondola due to lack of parking facilities. No body want to ride busses already, so why bus to station GONDOLAWORKS, seems to have the best solution including the La Caille station with 1600 parking spots. I can say that if I need to ride a bus to get to the gondola. I will be heavily deterred. But if I could park near the terminal, I would take every day. I usually drive up LCC at 7:00 am on non snow days, but with bad conditions I would leave at 5 am-6:00am. I will ride the gondola if the a better solution for access is figured out, like the gondolaworks solution. I also believe in RFID readers at the bottom of canyon if tolls are applied to canyon cars. Employee passes for cars that charge a discounted rate, etc. I have accepted that LCC will never be what it was 20-30 years ago, so let's make it a fantastic experience, and the gondola provides a state of the art, and incredible experiences for skier to come visit from around the world.</p> <p>Thank you, Andrew Gardner</p>	Andrew Gardner	Website
6307	<p>Overall, I am very concerned that the draft EIS report does not adequately analyze the impacts of the Alternatives on dispersed recreation, especially in the lower portion of Little Cottonwood Canyon. Much of the climbing access and areas would be impacted by each alternative.</p> <p>Alternative 1 - Enhanced Bus issues. This Alternative currently lacks bus or shuttle capacity and pull outs to serve dispersed recreational users. Without capacity and pullouts people will not alter their habits and continue to use personal vehicles. There needs to be an analysis on the lack of vehicle capacity limitation or toll included in this Alternative as no one will be encouraged to take public transit. Electric buses or shuttles need to be vetted considering anthropogenic climate change. Closing roadside parking during the winter months will negatively impact access as climbers access the whole of the canyon year-round. The Alternative needs details on the proposed avalanche mitigation in the form of snow sheds which will have a considerable impact on climbing access.</p> <p>Alternative 2 Enhanced Bus - with roadway widening for peak period (shoulder lane) Given the potential impacts to the Gate Butress parking and roadside climbing resources, as well as the extent of the roadway widening, this Alternative must be fully defined and analyzed so as not to impact climbing resources and trails that the SLCA and the community have invested in substantially. Avoidance and/or mitigation of impacts to climbing resources from cut and fill and other construction activity within and outside the roadway widening must be analyzed. Overall there must be detailed analysis of the impacts of widening of the roadway on recreation in the canyon.</p> <p>Some of the most popular climbing/bouldering areas such as the Secret Garden, Cabbage Patch, 5 Mile, the Hill and others are all within 30 feet of the roadway. Understanding their location in relation to any proposed changes to the roadway is critical to understanding any impacts to these recreational resources. The EIS must have substantive details of roadway widening including estimated cut and fill as they relate to climbing resources. There are high capital costs and a long construction time for any road improvements. This plan would also drastically compromise parking at climber trailheads. The statement from Appendix C, "The presence of the PPSL would not allow roadside parking on S.R. 210 at any time of year." contradicts the attached Alternative that infers roadside parking would be allowed when beyond a quarter mile from developed trailhead parking. Adding a new lane would have a very significant environmental impact in the canyon. Again, electric buses or shuttles need to be vetted considering anthropomorphic climate change. The Alternative needs details on the proposed avalanche mitigation in the form of snow sheds which will have considerable impact on climbing access.</p> <p>Alternative 3 Gondola - with bus from mobility hub - no additional roadway capacity This Alternative needs a detailed economic feasibility study of the gondola and its operation. The gondola Alternative also needs a detailed engineering study showing specific impacts to recreation in the lower part of the canyon. Including the lower LCC Park & Ride and impacts to the Alpenbock Loop and Gate Butress trail networks. The Alternative needs substantive analysis of the visual and noise impacts as well as the impacts to the user experience by the gondola. Further, the Alternative needs substantive analysis of the impacts of the gondola to the Scenic Byway designation as defined by Utah Administrative Code section R926-13.</p> <p>The gondola is ski resort centric and would most likely only be utilized during the winter months as during the other months the ski resorts are either closed or have a greatly reduced visitation and traffic is not an issue. Thus, it would lack capacity, especially given parking would be very limited at the base station and people" "will not be inclined to take a bus from a transportation hub. During weekdays of the winter months, when traffic is light, people will not be motivated to use the gondola as it will require parking at a transportation hub, waiting 10-15 minutes for a bus, riding for 10-15 minutes, waiting 5 minutes for the gondola, riding for 40-45 minutes, etc. Whereas driving will be much faster and convenient. Because of these factors, the gondola needs a detailed economic feasibility study of its operation. The gondola and its associated infrastructure will negatively impact the viewshed of the canyon, especially for climbers on the north side of the lower canyon. The added noise will detract from the user experience. Additionally, it does not service dispersed recreation users, therefore offering no benefit to climbers. The gondola would require infrastructure that will be expensive and pose unknown errors, challenges, and problems. There would need to be infrastructure at the base of the canyon leading to impacts to the Wasatch Boulevard communities as well as limiting access to the Alpenbock Trail network. Towers need to be built where infrastructure does not currently exist and would likely be placed adjacent to or within close proximity to climbing resources that could potentially force them to be closed. Overall, the gondola would have a large and lasting impact on LCC without benefiting the majority of the users.</p> <p>Pedestrian Safety While pedestrian safety at Lisa Falls with a cross walk and signal is addressed, it is not addressed throughout the canyon. For instance at the Gate Butress parking lot across the road to the pipe that the public uses to access the Little Cottonwood Trail. Pedestrian safety needs to be considered at the mouth of the canyon where during the winter months climbers cross the road from the Park and Ride lot to access the "Scruffy Band" for ice climbing.</p> <p>Gate Butress Parking The Gate Butress parking lot is currently on land privately owned by The Church of Jesus Christ of Latter-day Saints and leased" "by the SLCA and the Access Fund. To that end, substantive conversations need to be had between these parties regarding future ownership and development. The Gate Butress parking lot capacity in the document is significantly reduced compared to current use levels. At times there are 50 to 80 vehicles parked in the Gate Butress Lot and on both sides of the roadway. From April 1st to November 24th, 2019 over 14,500 individuals were recorded on an infrared trail counter at the Gate Butress trailhead, indicating the high level of use of this property for the general public's enjoyment. This number does not include all users who accessed the property during that time. Some were parked alongside the road and used side trails to access the climbing resource. Further, congestion is compounded in this area due to the parking at the large pull out adjacent to the pipe bridge to the east on the southside of the highway. Without overflow parking and/or a viable bus or shuttle option, recreation access would be severely limited if roadside parking is eliminated in this area under the current parking lot design. Again, parking needs in this area must be fully analyzed. The proposed 21 sites and no roadside parking within a quarter mile of the Gate Butress is not adequate for current use let alone for increased future use. There must be public transit options. Leaving the Gate Butress lot unimproved allows for more parking than what is potentially proposed.</p>	Brad Barlage	Website
6308	<p>I am lifetime resident of the Wasatch front and have built my life and livelihood around time spent outdoors year-round. I am disappointed that UDOT chose to remove itself from more holistic and collaborative efforts to solve transportation issues in the Central Wasatch canyons such as CCTAP and other efforts in conjunction with the Central Wasatch Commission. The choice to do an EIS that looks at Little Cottonwood Canyon in isolation instead of as part of a system with the other canyons, and that places such priority on getting people to ski resorts over other dispersed usage just seems too short-sighted and narrow focused to ever create a truly effective solution. (Particularly given that resort usage makes up only 30% of visits to the tri-canyon area, and with the remaining 70% being dispersed usage... and of that total; 32% of usage being dispersed in LCC and about 17% being at LCC ski resorts.)</p> <p>With that said, of the available options, I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. This option would be significantly more effective if it also included optimized bus service up the canyons (not just LCC) from transportation hubs all over the valley in addition to near the mouths of the canyons, and could potentially include additional incentives to use transit or carpool, such as tolls for vehicles with less than 4 passengers.</p> <p>LCC is an important part of the Salt Lake City watershed so it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing and maintaining a gondola will have a far larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users year-round, such as backcountry skiers, hikers, climbers, runners, and mountainbikers. In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.</p> <p>As lifetime user of the canyons; I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. The transit system must include stops at trailheads in order to serve backcountry recreationists. Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution).</p> <p>Enhanced busing with no widening of the LCC road is a solution that can be implemented almost immediately and have a significant effect if it is done in a way that incentivizes transit use and by making it easy to take transit from hubs all over the valley, incentivizing carpooling by tolling vehicles that aren't full of passengers. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.</p>	Carston Oliver	Website
6309	<p>Thanks for the opportunity to comment.</p> <p>Will</p>	Will McCarvill	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6310	<p>From John Ries PE</p> <p>I have been involved with the planning, design and construction of all types of civil engineering projects including roads, freeways, sewer/water and storm water utility lines, sewer and water treatment plants etc. I'm also an avid hiker in big and little cottonwood canyons as I live in Cottonwood Heights.</p> <p>I have looked over UDOT 's Environmental Impact Study which I received yesterday (7/9/20). It would take several hours to give a detailed review so here are some of my first observations.</p> <p>The study is quite extensive and a lot of great work has gone into it but it doesn't seem balanced in that it's mostly deals with traffic and not the overall health, beauty, and year around use of the canyon. The canyon is not just for skiing and hopefully broader issues will be address later.</p> <p>The Gondola option seem off-the-wall and not practical to me. It won't really help traffic flow much and maybe create massive traffic problems in front of Big Cottonwood Canyon. It seems like a very expensive novelty project that looks bad and won't solve the problem.</p> <p>The avalanche sheds will not look good either and seem like an extreme solution for just a few days out of the year. So, the road to the ski resorts maybe closed for 4-5 days a year, that is just one of the hazards and realities of owning a ski resort in Little Cottonwood Canyon. Don't destroy the natural beauty of the canyon just to get a few skiers on the slops in really bad weather. To me avalanche sheds are not a practical common-sense solution for the overall use of the canyon.</p> <p>Road improvement: More parking lots and bigger parking lots are needed in some areas and the UDOT study addresses this. The size and locations need to be reviewed by users of the canyons not just dictated by UDOT.</p> <p>Adding more traffic and/or passing lanes in some areas will need to be done and makes sense to me. The UDOT study addresses this.</p> <p>Improving and expanding our bus system seems like the best solution. In addition to the proposed large mobility station just north of Big Cottonwood Canyon consider building or utilizing existing terminals in the Sandy/Draper area and one close to down town SLC or even in the central part of the valley that would have direct bus service to the ski resorts during peak traffic flow.</p> <p>My complements to UDOT for this initial impact study. It has put a lot of good ideas on the table. Now is the time to improve and perfect the project.</p> <p>I realize implementing changes like this takes time and lots of negotiations between all involved. I hope UDOT will be open for detailed review of this impact study so the end result will be a win/win for all involved. That includes local residents, businesses, canyon users and the long-term future of the canyon. Let's not make a short-term decision but consider what we want the canyon to look like and be used for in 50 to 100 years from now. The Wasatch canyons are unique and special. It's time to think long term...not short-term.</p>	John Ries	Website
6311	Option 1. No gondola and No road widening, just add more busses.	Ian Brown	Website
6312	As a Sandy resident and someone who has been recreating in the Wasatch for over 10 years, I am conflicted on which option provides a more viable future for the traffic concerns in LCC. I am deeply concerned about the environmental impact and degradation associated with widening the LCC road. I am concerned at the limited scope of the gondola and the fact that it is entirely serving two private businesses at the top of the canyon in Snowbird and Alta while completely ignoring many other use groups. Given the information provided, I favor the Enhanced Bus (No additional roadway capacity in LCC) option. Coupled with the snowsheds, transit hubs, and priority on Wasatch, the buses should be a good alleviation of some congestion. The linchpin of this entire operation will be the management of private vehicles and occupancy. The single-occupant vehicle, particularly on weekends, just isn't sustainable anymore. I'm as guilty as the next person on driving solo up to the resorts or trailheads, but if a more realistic and dependable bus service existed, I would favor using that transit option. My biggest struggle with the current busing situation is that the bus departures are much too infrequent, have a lack of service mid-day, buses tend to be very full (causing additional wait time), and that the buses get stuck in traffic just like everyone else. The bus priority on Wasatch should alleviate some of that busing delay. I am in favor of a toll for private vehicles going up the canyon. This will provide additional incentive for carpooling, particularly if there was a tiered system based on number of occupants.	Mitchell Hymas	Website
6313	<p>Dear Sirs,</p> <p>Before you make big changes on Wasatch Blvd between Big and Little Cottonwood canyons you need to have completely determined what you are doing in Little Cottonwood Canyon. You could make a 10 lane road along Wasatch Blvd but it would still be a parking lot during ski season because of the restrictions at Little Cottonwood Canyon. From what I have learned I believe the best answer to access the ski resorts would probably be with a gondola system. It seems to work all around the world. I have seen it work wonderfully well in China. Providing transportation to the gondola through buses etc. could alleviate the need or concerns for widening Wasatch Blvd. The best thing would be to make Wasatch Blvd more neighborhood friendly along the lines of the Cottonwood Heights City plan.</p> <p>If the main concern is for commuters it would seem proper to complete Highland Drive first and see what relief would come from that. There isn't much development east of Wasatch Blvd so it makes more sense to put a commuter road a little further west at Highland Drive. That is what the Salt Lake County master plan called for many years ago. Wasatch Blvd needs to be tweaked some but not made wider when there are alternatives that are much better for the community surrounding it and for the future in general.</p> <p>As always, I am very willing to share some of specific ideas I have (noise, speed, traffic lights etc.) once these larger issues are addressed as I have done the past few years at the meetings regarding Wasatch Blvd.</p> <p>Mel Young</p> <p>P.S. FYI - I have lived in a home since 1979 that backs onto Wasatch Blvd. I own three properties that have combined over 300 feet of frontage on Wasatch Blvd.</p>	Melvin Young	Website
6314	<p>1. A toll for single-person cars could be implemented.</p> <p>2.Snow sheds should be built under avalanche paths no matter what alternatives are employed.</p>	Bronze Black	Website
6315	<p>As a year-round canyon user, I'd like to see a plan that works in both summer and winter. Enlarging the roadway would be beneficial for summertime runners and cyclists- of which there are many! Summertime weekends in the canyon can be quite congested- I think that should be considered in the plan. A gondola would be great, but driving to a mobility hub to take a bus to the gondola is untenable; to encourage usage parking should be at the gondola, as with the LaCaille proposal.</p> <p>Increasing bus service without expanding roadway capacity is really just ignoring the problem. Ultimately I think we need both an expanded canyon road (driving up at 8am on a Saturday gets more dangerous every year with the number of runners and bikers) and working public transit, of which a gondola seems like the most environmentally friendly proposal for the long term.</p> <p>Finally, these proposals are all for the future. What is going to be done now, when the canyon is crowded every weekend year-round?</p>	Shannon Gallagher	Website
6316	<p>Dear Sirs,</p> <p>Please don't widen Kings Hill Drive as you show on the alternatives. May I please address my concerns with someone who will listen before you do something that I think is totally unnecessary and probably even stupid not to mention a waste of money. I have used the intersection at Kings Hill Drive and Wasatch Blvd daily for over 40 years and I know a few things about it.</p> <p>Thanks,</p> <p>Mel Young</p>	Melvin Young	Website
6317	<p>Hey all,</p> <p>I would like to echo some concerns that this is not addressing the root of the issue, which is more vehicles in the canyon. To me the main goal needs to be restricting the number of vehicles in the canyon. Right now this is untenable with our lack of efficient public transit to the resorts. Instead of altering the canyon to allow more vehicles or a gondola, why not push for investment into smart, efficient public transit that mitigates transfers and makes it an attractive option to commute.</p> <p>Best,</p> <p>Brett</p>	Brett Hinman	Website
6318	<p>Ladies and Gentlemen,</p> <p>PROPOSED LITTLE COTTONWOOD PLAN</p> <p>I have watched this process for many years, and have been very aware of the congestion on Wasatch Blvd. as I live in the neighborhood next to it. I appreciate the many hours of discussion, consideration, arguments, and compromise that have gone into this plan.</p> <p>To Address your Question Simply: My vote is to increase bus service, and have the availability of the shoulder lane for bus only use in the winter. I also am highly in favor of mobility stations that are scattered around the valley so that the mouth of the canyon does not take all of the wear and tear. It also allows the city to share the down side of increased car parking, but the up side of taking skiers to many parts of town to eat, dine, and stay in hotels etc. It removes many cars from the street who are traveling to the mountain areas.</p> <p>I am also in favor of limiting personal cars to multiple passengers only, and to incentivize this, I suggest having increased tolls for any single passenger car. I AM HIGHLY IN FAVOR of having rental or out of town cars pay tolls to use the canyons. Enough tolls to pay for repairs, parking, and snow removal!! This is our state, it is NOT for sale to tourists. Especially when the ones who benefit from the profits are the Resorts, and not the people of Utah. Car owners in Utah should have a sticker on their license plate that allows for lower tolls, lower parking etc., but everyone who uses the resource, should pay for it.</p> <p>I am absolutely opposed to the option of signage and barriers on Wasatch Blvd. People come to this part of the world to see the beauty, NOT the signs and concrete. Go visit the ALPS or any European area with similar resources and see preservation. Salt Lake does not want to be the next Vail or Telluride. We don't want Disneyland in the tops of our mountains.Sometimes the reality is that a resort has reached its'capacity for a day, instead of Utahn building bigger and bigger. Why should we take on this financial and environmental burden?</p> <p>On your proposal you have down-played the environment impact of building the Gondola, which would be extreme. You also down play the environmental impact of building the extended shoulder. You down play the environmental impact of signage.</p> <p>This is a plan for 2050, that's a lot of years of driving around construction zones etc.</p> <p>THE BIG CONCERN: is hardly mentioned in your proposal. When all of the trails are beaten down thru over use, and people have created new trails here and there, when all the available parking lots are full so that people park everywhere, when all of the amenities have been added to accommodate these many visitors, WHAT real impact will be the results?</p> <p>There will be less ground cover because it has been trampled down, parked on, or paved over. Less ground cover will mean less foliage to hold soil in place, which means more and more erosion. Erosion leads to the loss of the most fertile soil to nourish the canyon. There will be less ground cover to renew older plants and nurture new plantlife. Less ground cover as habitat and food for many many species of wildlife. Less ground cover to be beautiful, to cool the earth, to hold and retain water, to renew life.</p> <p>THE BIG QUESTION is not how do we accommodate the skiers! The QUESTION is how do we insure that we have water flowing down to the many citizens of the Wasatch front. If we lose the resource, we won't get it back.Everyone in Utah drinks waters, relies on water. Many Utahns have never, and will never ski, or even hike. First things first. All Utahns will pay for the Little Cottonwood Plan thru taxes, but only a small number will access it. However, they will all require the life giving water. It's not always about money.</p> <p>Thanks,</p> <p>Kathy Schmidt</p>	Kathy Schmidt	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6319	No! To your present plans to widen Wasatch Blvd and create a catastrophic, ill effective "gondalla" system of transportation through our canyons. No. Celeste Kelly	Celeste Kelly	Website
6320	If UDOT wants to keep commuters from Sandy, Draper, Cottonwood Heights, and other communities within this area of the valley moving, they, in conjunction with UTA, need to look at offering enhanced public transportation options for residents of these cities first before irrevocably changing the landscape of our community through road widening and parking lots. As a former resident of Sugarhouse, I saw first hand what enhanced public transit and increased bike and walking trails do to a community. I saw how the S line streetcar and increased walking and biking trails not only alleviated car traffic but increased property values in my community. Now that Cottonwood Heights is my home, I have loved the access to the canyons and bike lanes that this community affords. But have seen a huge lack in public transit services. UDOT has ruled out public transit as a viable solution to accessing the canyons, but that would be akin to UTA saying that the S-line street car wouldn't work in Sugarhouse. You can't discount something unless you have really tried it in our community. Knowing that the quarry site will be developed, let's focus our attention on that as a good spot for one transportation hub with enhanced shuttle services, walking and bike trails, even perhaps a resort hotel. But just focusing on one section in this quadrant to relieve congestion from traffic coming from all directions in the valley doesn't make sense either. Looking at other additional transportation hubs that have express services to the canyons will help even more. Before spending hundreds of millions of dollars to forever bulldoze down Utah's pine-tree lined gateway to Big and Little Cottonwood Canyons, to create a high-speed arterial, let us REALLY explore public transportation coming from many different directions. It is not only more cost effective, better for the environment, and better for the health of the community, but serves to enhance property value instead of decreasing it. RE Wasatch Blvd Expansion: I live in Cottonwood Heights, just off of Wasatch Blvd, and am an avid cyclist who rides on Wasatch and both BCC and LCC on a regular basis.	Madeline Melini	Website
6321	UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fractionalizing of the Cottonwood Heights community. A desirable roadway through this residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, virtual officing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space. More analysis is needed regarding egress/ingress lane design and associated roadway width on the additional six residential streets excluded from the LCC EIS.	Lisa Hamann	Website
6322	I would love to see Wasatch Blvd widened between BCC and LCC to allow for a dedicated bus lane to bypass car traffic. I do not support widening Little Cottonwood Canyon Road itself since this would be excessively costly and disruptive to the environment we are trying to maintain and protect with this project. Thank you!	Amy Jenness	Website
6323	I'm in support of the gondola, however my concern is how much it will affect the ticket prices which are already extremely high with no discounts of any substance....???	Valerie Young	Website
6324	As a lifelong Utah resident and an avid skier and adventurer at the young age of only 17, little cottonwood canyon has become a special part of my life. Hitting the slopes since the age of 3 and gloriously partaking of the Utah powder has become a ritual of my youthful winters. As time has gone on, the affects of little cottonwood canyons outdoor and natural resources on the canyon have become apparent. I fully agree that something must be done to help the flow of traffic through the canyon. Although all options proposed are not going to completely alleviate the stress on the Canyon during busy months, I strongly believe that the proposed gondola solution to be the most effective and more importantly most environmentally friendly option. I would be distraught if the Utah transportation organization made the mistake of harming our canyons with the other proposed solutions. Although it is difficult to have a voice—especially at such a young age- in such a large decision I would hope that the state of Utah and it's transportation executives would take my thoughts on this matter seriously. Thank you for finally bringing solutions to the table for this issue, and I hope we can all work together to make a better Utah for tomorrow.	Xander Later	Website
6325	As a lifelong Utah resident and an avid skier and adventurer at the young age of only 17, little cottonwood canyon has become a special part of my life. Hitting the slopes since the age of 3 and gloriously partaking of the Utah powder has become a ritual of my youthful winters. As time has gone on, the affects of little cottonwood canyons outdoor and natural resources on the canyon have become apparent. I fully agree that something must be done to help the flow of traffic through the canyon. Although all options proposed are not going to completely alleviate the stress on the Canyon during busy months, I strongly believe that the proposed gondola solution to be the most effective and more importantly most environmentally friendly option. I would be distraught if the Utah transportation organization made the mistake of harming our canyons with the other proposed solutions. Although it is difficult to have a voice—especially at such a young age- in such a large decision I would hope that the state of Utah and it's transportation executives would take my thoughts on this matter seriously. Thank you for finally bringing solutions to the table for this issue, and I hope we can all work together to make a better Utah for tomorrow.	Xander Later	Website
6326	Traffic Calming RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fracturing of the Cottonwood Heights community. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, telecommuting incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epicenter located at the south/central valley area replacing previous prison space. More analysis is needed regarding traffic calming design and whether that will fit into existing space without removing houses within the road section that includes eleven-residential streets within the Cottonwood Heights city boundaries. We have lived at the mouth of Big Cottonwood Canyon for over 25 years. Through time we have been ring side for all changes on Wasatch Blvd. Wasatch was only one lane in each direction, ending at 90th south when we came here. Traffic noise was not too bad nor was road dirt. We couldn't see the gravel pit, although we could hear it. But it seemed far away. (different issue been)	Lisa Hamann	Website
6327	Now the road goes all the way to Draper and has several lanes open to Bengal. (Looks like there were already plans to widen even then). Road noise is awful as is the dirt. We can no longer plan to sit outside on our deck except on rare occasions, like early Sunday morning. What I'm saying is that the road going past my house is already similar to the proposed plans. And its noisy, dirty, and crowded. The canyons are at capacity from the looks of the daily traffic. I don't see how this road plan can possibly alleviate that conestion. There is some commuter traffic a couple times a day, but, only for a short time. Then the traffic flow is steady for the rest of the day. Cars are able to go the 50 mph with little issue. I would only, hesitantly, support a bus lane. And then, only for the snow season traffic. The parking areas for Big Cottonwood canyon are well used for snow season. And all those people use the ski bus. With more parking available and, if needed, an additional bus or two the canyon road might not be as busy.	Canmdace Bastow	Website
6328	I support considerations to enhance bus/shuttles. I do not support roadway widening or a gondola. I would like to see current access to trailheads and recreational opportunities to stay the same, and I believe roadway widening or a gondola would severely impact this. Little Cottonwood Canyon is special - a unique area of nature, recreation, and history within a 20 min drive of so many people. I would like to see this preserved as much as possible. Would a toll fee or seasonal pass be considered as an option to help with this? Money could go back into the canyon. — MORE BUSES AND A TOLL will greatly reduce traffic at MINIMAL EXPENSE. and solve this issue. —Living in the triangle between between the Little Cottonwood Rds, we are well aware of the traffic problem ... or lack of. Usually less than 10 DAYS A YEAR. —This is a RARE problem... hardly worth millions and millions of taxpayer dollars. —It is a money grab by UDOT. —Most of your solutions seem to INCREASE THE BOTTLENECK at the mouth of the canyon... with MORE LANES ON WASATCH reducing to go up the canyon. —Any structures should be moved WEST OUTSIDE THE CANYON. —Please use a TOLL to increase mass transit usage and carpooling.. reducing traffic. —PLEASE PRESERVE OUR CANYON! PLEASE NEVER CARVE INTO THE MOUNTAIN. Why not build a parking structure at the former ShopCo for a HUGE SAVINGS\$\$\$\$ And preservation of the eco system of our narrow canyon. —Forcing more transportation up the canyon will DESTROY IT. IT IS NOT BIG ENOUGH	Bess O'Brien	Website
6329	More analysis is needed regarding the effect of fracturing the approximately 8,000-resident Cottonwood Heights community with a high-speed roadway.	Anna Marie Neider	Website
6330	RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on encouraging high-speed through a residential area which includes eleven residential intersecting streets. 12-foot wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution along with higher danger and fracturing of the Cottonwood Heights community. A desirable roadway through a residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid-19 pandemic, telecommuting, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epicenter located at the south/central valley area replacing previous prison space.	Lisa Hamann	Website
6331	I am a regular year-round LCC user and resident of Utah. I am strongly against any solution proposed aside from the enhanced bus system proposal. Either of the two other options would require massive cost and stress upon our local environment including the local watershed at the detriment of the citizens of the Greater Salt Lake area. These expensive proposals only serve the ski community, and even then these will cause more harm than good. Please do not build, but enhance the ease and accessibility of the bus system. I think the enhanced bus is the best option moving forward. This is the only option that dramatically reduces travel time and therefore directly incentivizes using a public transit option. Using busses has the added benefit of scaling to meet the specific need of the season and day of the week rather than a binary all-or-none service. Busses are already highly utilized on busy days and are ideal for individuals who would otherwise drive the canyon in their single occupant vehicle. Unfortunately, busses are not currently prioritized in any way and passengers would rather sit in their own car over the bus if the time to get to the resort using both means are equal. Busses need to be consistently given priority and the enhanced bus route is the best way to do that. On one powder day this past year the road was closed for control work and it took us about 2 hours slower to ride the bus than if we were to drive our personal vehicle since the busses were held at the 9400 South park and ride until they received confirmation that the road was open, then they were stuck at the back of the line! Having the drastically reduced travel time afforded by the enhanced bus means that canyon users are willing to be inconvenienced in order to arrive at their destination sooner. Bus service starting from 1-3 transit hubs would allow better connections to UTA infrastructure in the valley and more flexibility for future growth in the number of transit hubs and the frequency of busses as the population continues to increase. It also can serve canyon users arriving at the canyon from multiple directions. Busses also have more opportunity to serve canyon users other than those going to the ski resorts.	Paulina Popovskaia	Website
6332	To accommodate the multiple types of users for the canyon, there could easily be "express" busses that go straight to a single resort and less frequent busses that stop at trailheads or locations not served by the express bus. A gondola serves only the ski resorts. It is an eyesore for users who are hiking, climbing, and biking. It would be a mess to off-load passengers in the event of mechanical problems. Logistically, the gondola is much more complicated than taking a bus from a transit hub and requires a transfer. At the mouth of the canyon, getting to the gondola via bus would be burdensome, especially for people coming from the south. This complication adds extra time (projected as almost double the time to take a bus in the enhanced bus option) and includes a lot more standing in various lines making the canyon feel more like a busy day at Disney world than a trip into the mountains. I think this would serve as a novelty for some visitors, but locals would get fed up quickly and resort to driving their vehicle up the road. It is also unclear if the calculation for time on the gondola option, which is already the longest transit time, includes time stuck in the traffic jam that would form by people trying to park at the garage. In addition to calculating transit time for LCC, I think it would be important to include how these changes would influence users trying to get to BCC, even on days when BCC is not closed for control work, the base of the canyon can be very busy with traffic backed up. This plan just displaces the traffic from LCC and increases the burden in the area that is already overwhelmed around the base of BCC.	Rebecca Goldstein	Website
6333	The gondola option looks fantastic. This seems like a civilized way to get up to Alta and Snowbird in any weather. As a visitor to Utah I think this would be a great option for out-of state skiers to avoid the drive up Cottonwood canyon.	Paul Gibbs	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6334	As a resident of the Little Cottonwood Canyon neighborhood, I am strongly against the installation of an inefficient and expensive gondola in the canyon. My entire family skis at Snowbird resort and regularly deal with traffic going into the canyon on winter ski days. I understand that there is a problem with access, but none of the proposed solutions fully addresses this problem without sacrificing some of what is critical about this canyon - the natural beauty and vital watershed resource. I was very disturbed to discover that the locations of the proposed parking and gondola base were recently altered, making it very likely that a gondola would go directly over my home and currently very secluded and private lot. I did not invest in land in this canyon so that my home could be turned into part of a very slow and expensive amusement park ride. Also, because of the location of this hub, the issue of traffic into the canyon will in no way be improved as skiers from all surrounding communities will still need to drive to the canyon in order to access the gondola. Also, because of the time involved in driving to the canyon or to the transfer station, transferring to a bus, riding to the gondola, unloading and reloading plus the lengthy ride to the resorts, I do not believe many people will do this on a regular basis as it will be a 1.5-2 hour trip for those in SL County. The gondola will likely only see widespread use during the 10-15 days of canyon closure each year, which cannot justify the cost, environmental impact and the disruption of our lovely neighborhood. Of the proposed solutions, the most palatable one is enhanced bus service, though it will be important to increase service from other areas in the SL valley so that there can be an actual reduction in cars driving to or near the canyons.	Lindsay Butrum	Website
6335	I support the enhanced bus system and I vehemently oppose widening Wasatch boulevard. I have lived in this neighborhood for almost 20 years and the speed and traffic on Wasatch are already too much for a residential area of this nature. We need to get more cars off the road and invest in public transportation! No gondola no road widening no high speed highway in our neighborhood !	Suzie Ellison	Website
6336	I don't believe the proposed solutions for Little Cottonwood Canyon adequately assesses the impact on preserving the wilderness and the natural beauty of this canyon. Solutions such as a bus route outside of the canyon, as Save Our Canyons has proposed will allow the canyon to maintain its natural beauty, wilderness, and a true place to enjoy outdoor recreation at its best without taking away any of the aforementioned attributes of LCC. Please believe in the beauty of the Wasatch Front as we do and work towards solutions that don't exploit our communities backyard but preserves it for generations to come!	Bryan Quigley	Website
6337	Dear UDOT, Please, never EVER put trains up the Cottonwood Canyons. The cost is too high, the impact too great, and it destroys too much for too little. The people of Utah should never provide a financial solution to the private industries of Snowbird, Alta, and related businesses. The solution to the Cottonwood Canyon problem is to REDUCE the number of people in the canyons. Just because we CAN get more people up the canyons does not mean that we should. I believe in reducing the number of people, eliminating cars, and increasing nonpolluting buses. Thank you very much, Rich Wyman	Rich Wyman	Website
6338	More FREE buses especially at peak times (with ski racks on the outside) would be the best solution to this problem. The buses are always packed, never on time, not enough parking at park and ride. Have convenient times to ride up in the summer stopping at Lisa falls, red pine/white pine trail head, snowbird and Alta for adequate trail access. WE DONT NEED TO DEVELOP LCC ANYMORE	Lauren Stephenson	Website
6339	Please prioritize buses and snow sheds. The roads are already in place and further development should be limited. Frequent buses would be a great place to start for a solution. The gondola is an awful idea which would require multiple transfers from ones car to a bus to a gondola to a resort then to a lift. Would not make skiers want to ride it. Instead it would only bring an additional type of tourist. No gondola	Chelsea Phillippe	Website
6340	To reduce environmental impact in the canyon and negative impact of increased traffic on local residential neighborhoods I do not support widening of Wasatch or LCC. A year round public transit system with stops at both resorts and trailheads with enough capacity to serve the need along with links to other local transit and parking is the best solution.	Maggie Israel	Website
6341	My wife and I live in Little Cottonwood canyon and we would support the gondola proposal. Also at peak ski days, we can't get back to our house on Rt. 209 because of ski traffic backed up along the road. Traffic should not be allowed to park along the road from Wasatch to Rt. 210. Also we would ask that the completion of Highland Dr. At 94th So. To 117th So. should be completed first to take pressure off of Wasatch Blvd.	walter widmer	Website
6342	My name is Zac Ramras and I am a Salt Lake Local. I have grown up in the valley and have watched this place grow immensely over the years. I am now raising my daughter in the Wasatch Mountains, as I was, taking her skiing at Alta almost every weekend. I am not blind to the growth and change and understand that it is inevitable and we need to prepare for the future. That being said I am quite disappointed in the options that have been presented in the draft alternatives. Two of the three options include major changes to the environment in the canyon. The gondola doesn't offer any benefit to hikers, bikers, and climbers in the lower canyon. Additionally the users experience requires more transit transfers and takes more time to get to the resorts and doesn't get as many users to the resorts during peak hours. The gondola is definitely the worst option of the three. The enhanced bus option is the simplest and cheapest for taxpayers. It relieves congestion in the canyon without putting major eye sores and affecting the watershed in the canyon, one of Salt Lake Primary drinking water sources. I would like to ensure that the options moving forward offer more year round canyon usage and not simply benefiting the ski resorts. These canyons are our most prized possessions, and bring massive amounts of revenue to the state. People come from around the world because of their beauty and serenity. If we build snow sheds and/or gondolas to increase the revenue for two ski resorts, that only are really impacted 10 days of the year, we will sacrifice the environment and will never be able to undo that mistake. Europe did it, concurring every mountain in sight. Look at them now, they've lost the wildness of the place. We have the opportunity to protect these mountains and learn from past mistakes and keep the landscape pristine for future generations to marvel in their beauty.	Zach Ramras	Website
6343	My name is Julian Carr, professional skier & founder of Cirque Series & Discrete. I frequent Alta/Snowbird 70+ times each winter. The canyons need bigger parking lots at the mouth of each canton, more buses & a handful of small avalanche mini half tunnels. Simple. WE DO NOT NEED gondola. Thank you -julian	Julian Carr	Website
6344	Hi, As an avid climber in little cottonwood my biggest concern with the road development is that it would wipe out some of the roadside boulders. These have been around for decades and are significant to the climbing community. Another big concern is parking. During the winter, I am concerned with preserving parking for ice climbing in the canyon. I think this is important to keep in mind. All in all I am not a big fan of the road widening. I think the tram is a significant amount of money that doesn't make sense compared to an enhanced bus service. I think providing more hubs throughout the city could really work! One of the biggest current problems I feel with the bus system is that there simply is not enough space. By spreading it throughout the city, not you decrease the long commute time to the bus service at the base of the canyon but it will be a lot cheaper to find space. This solution seems way more reasonable than a gondola. Also, from an aesthetic point of view a gondola ripping right through the center of the canyon is not ideal. Thanks!	Nick Fontaine	Website
6345	Best, Nick		
6345	We don't want a highway in our backyard! Neither does the wildlife that lives here or the environment in general. Why does the planet always have to suffer to cater to the people? If we don't start catering to the planet, none of us are going to be here anyway. How about you figure a way to limit the number of people who go up the canyon per day?	Jane and Shaun Saylor	Website
6346	Enhanced bussing with no expanded shoulder. The other alternatives will have significant negative impact on common year round forms of recreation in the canyon.	Chris Grosh	Website
6347	Option 1 has the least environmental impact and that should be the priority for our watershed.	Maggie McCormick	Website
6348	I am strongly opposed to the gondola option. Especially the la Caille base. This is a last minute addition that has not been fully vetted. Further study of this proposal is certainly required.	Matthew Butrum	Website
6349	The Gondola option seems like a bad idea. Gets cars off the road but is slow, expensive and offers limited canyon access. It is also inflexible. I'd love to reduce vehicular traffic but increased bus service and wider or more lanes makes more sense. Thank you for your work on this.	Mark Schneider	Website
6350	I support a well thought out and designed gondola to reduce the congestion in Little Cottonwood Canyon. This might be a way to mitigate traffic conditions during blizzards when the road is too dangerous to allow downhill traffic. We also need to be vigilant when determining which vehicle are prepared to travel up the canyon when a large storm has been forecasted or is underway. Most issues I have observed in the canyon after over 38 years of driving Ut-210 in many condo. If only appropriately equipped vehicles are permitted up or down the road during a storm, this would relieve traffic pressure of vehicles.	Jason Ehrhart	Website
6351	As a resident, parent and active community member of Little Cottonwood Canyon, I am against Udot's proposals for a Gondola and build throughout the canyon. This build will negatively impact the local environment, wildlife and residents for many generations to come. Please reconsider options such as adding additional green buses.	Eliisa Valenzuela	Website
6352	Please please please consider cycling safety and access with whatever plan moves forward. Wasatch is a primary thoroughfare for cyclists who commute or who are cycling for exercise, and riding next to traffic at 55+ MPH is certainly a danger to cyclists. Also, please ensure that cyclists have access to the canyons year-round--there are often late winter periods of time when there is no snow and conditions are good for cycling. The canyons are vital because they provide, in general, a safer place for cyclists, out of the valley which has a lot more danger due to frequent intersections and interactions with cars. Please, I beg that you consider the needs of road cyclists when implementing any of these plans.	Anne Findlay	Website
6353	This process has not been fully transparent. Changing the proposed location for a gondola, as well as the transportation hub during the public comment period is unethical. A new process should be initiated with data on traffic and environmental analysis related to the La Caille location and the gondola base proposal. Announcing this change in a memo 2 days before the end of the comment period is subversive and negates any of the previous feedback received from the public.	Lindsay Butrum	Website
6354	Option 1 only please. Climbers would lose so much recreational access Please put more consideration into prioritizing busses and a shuttle system in Little Cottonwood Canyon. A gondola would drastically change the experience of being in the canyon as someone that hikes and snowshoes and goes to the canyons for respite in nature. The gondola system seems to only serve the ski resort users and possibly mountain bikers, and does not offer any stops but Snowbird and Alta, while utilizing the entirety of the canyon for its development. I beg you to please consider alternatives that benefit all users with minimal impact to not just the roads and parking, but the experience of enjoying nature without man-made developments running through and above our trails.	Amy Fruge	Website
6355	I would favor a transportation system that prioritizes busses and a shuttle system that stops at trailheads, not just the resorts. I would additionally appreciate partners coming together to do the following: 1. Incentivize utilizing the shuttle and/or bus system with more frequent service from a bus only lane, discounted ski resort passes, more parking at the base of LCC, and more ski bus service throughout the metro area. 2. Disincentivize driving personal vehicles up the canyon, especially during the winter season. Currently there is no charge for parking in the canyon for any user. There needs to be a toll, parking fees at the resorts, and heavy fines and towing for anyone that parks alongside the road.	Michelle Ludema	Website
6356	I appreciate your work on these alternatives to alleviate traffic in our canyon but please let the final decisions be based on the greatest benefit for all users that enjoy our national forest year-round including those who recreate outside of the for-profit resorts. A robust bus and shuttle system has greater potential to do so.		
6356	I think increasing bus service and increasing parking at the base is the best solution to the traffic. I also like the idea of having a toll both on the way out of the canyon similar to Millcreek for cars that have only single occupancy. I think the gondola is a poor idea. I believe that building lifts and gondolas cut into the natural beauty and habitat of the area. Especially in the 7 months a year that it isn't running, it becomes a giant man made eyesore. Please do not build a gondola.	Jack Ogden	Website
6357	I strongly support the proposed gondola with the la caille base station. Having a gondola provides a consistent, dependable option up the canyon that while may take longer than busses in a best case scenario, is far quicker in a worst case (or even average case) scenario, won't close due to weather, avalanches, or accidents, and will provide ample capacity to serve LCC for generations to come. The added parking garage vs the original suggestion will encourage many more users to take the gondola as the dependency on transit will be reduced and people will be more willing to travel in their own cars to a system with a continuous and reliable schedule and timing vs having to be subject to the whims of the bus system. For all these reasons, I strongly support the gondola with added base station and encourage UDOT to select and construct this alternative.	Spencer Aronstein	Website
6358	No Toll Roads Millcreek Canyon did the toll roads and this is what we got: They lock up the canyon until July 1st. The money goes to a private company. Rates went up about 40% this year and nothing in the canyon is better. Expand the road as needed and allow parking areas along the road and stop taxing ridiculous costly ideas. Alta ski lift company stated that they would pay for a gondola over to big cottonwood canyon. If so, why should we pay for the resorts?	Edd Decker	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6359	I am vehemently against the gondola. It is terribly inefficient and a thinly veiled first step to interconnecting canyons and ski resorts, which was always a terrible idea. I urge you to expand busing as much as possible, prioritizing access to the buses for as many people as widely across the valley as possible. This means affordability and expediency.	Adam Laurenzo	Website
6360	I have concerns that all 3 alternatives cater only to the ski resorts and their clientele. I would like to see the buses stopping at backcountry trailheads and I would like to see them cheaper than driving to everyone, not just season pass holders. PLEASE THINK ABOUT THE CLIMBERS OF LITTLE COTTONWOOD!!!! All of these projects have avoided thinking about the climbers and boulders in this canyon. These boulders are sacred and beloved by thousands and thousands each season and are life long loves for all sic and utah residents. PLEASE PLEASE RECONSIDER AND THINK ABOUT THE IMPACT OF THE CLIMBING OF LCC.	Jacob Nolan	Website
6361	My principal concerns with accessing Snowbird and Alta using the Little Cottonwood Canyon Road are traffic congestion and parking, delays due to avalanche control work, and road safety issues arising from avalanche and other drivers' behaviours on icy roads. I live in Australia but make the pilgrimage annually for a 3 week ski holiday at SLC or Snowbird and have done for the last 15 years. Prior to settling on Snowbird/Alta as my resort of choice, I used to ski mainly in France, and experienced various non-road alternatives to access resorts, eg the funicular railway from Bourg-Saint-Maurice to Les Arcs, and always found them a relief that I would not have to confront another icy mountain road. Where avalanches and big delays are also an issue, as is the case with Snowbird/Alta, I would very much welcome the advent of an alternative access. I understand that a gondola or other aerial transport system is being considered for your area. Great idea from my point of view.	Peter McGuinness	Website
6362	I fully support solely an enhance bus service to reduce traffic congestion in Little Cottonwood Canyon. It would break my heart to see the road widened to accommodate a third lane for bus services or to see a gondola going up the canyon.	Colleen Koch	Website
6363	I like the "Alternative 2 - Enhanced Bus Service in Peak Period Shoulder Lanes (PPSL)". Related to this, have under/overpass solutions (with on/off ramps and/or merging lanes) been considered for the intersection of S.R. 209/210 to improve the traffic flow?	Gustav Grennmyr	Website
6364	Please support and approve the La Caille parking option with gondola access up the canyon	Pete Iacobelli	Website
6365	I support the proposal of the zero emission gondola service for access to little cottonwood canyon	David Reiner	Website
6366	To: UDOT From: Utahns for Better Transportation Re: Comments on Little Cottonwood Canyon EIS Date: July 10, 2020 Little Cottonwood Canyon Let's protect it for "all users!" Thank you for the opportunity to comment on the draft alternatives for "improving" transportation in Little Cottonwood Canyon developed by the Utah Department of Transportation (UDOT) and described in its Little Cottonwood Canyon Environmental Impact Statement, Wasatch Boulevard to Alta. We note that UDOT's alternatives include building additional lanes to better accommodate buses and bikes, including avalanche snow sheds, or constructing a gondola from the base of Little Cottonwood Canyon to its terminus at Alta. Costs for each project range from \$283 million to \$470 million. UDOT has framed the problem as a need for more infrastructure, but the real need is to change people's behavior. Not allowing cars to line up during canyon closures, implementing a toll that encourages four people per vehicle, ticketing vehicles for having ill-equipped tires, and enforcing a ban on roadside parking—could have been done years ago. The gondola option is too exclusive in that it would not serve all users of the canyon. It would make stops only at Snowbird and Alta, accommodating skiers and benefitting the privately-owned resorts. But not everyone skis and skiing is not, and should not be, the singular purpose of our canyons. The problem seems to have been framed with economic development and automobile mobility as the priority of this state-led effort. The solution needs to be more inclusive, addressing the needs of all canyon users—hikers, cyclists, runners, private cabin owners, nature lovers, and yes—skiers. It is UDOT's "purpose and need" for the project, which prioritizes economic exploitation and two ski areas over every other value and use, including water, air quality, and non-resort recreation. We strongly support the option of frequent buses—convenient, reliable and affordable— with first-class loading/unloading stations—mobility hubs. Digital readouts announcing if up-canyon parking lots are full and the time of the next bus arrival, and amenities including hot drinks, lattes and hot chocolate, could make the bus/ride share options an attractive convenient choice. This more inclusive option could significantly increase the number of people using transit because it would provide direct access to trailheads and resorts. During peak visitation times bus and full-car only on S.R. 210 from 8:00-9:30 am and 2:30-4:00 pm could be instituted to encourage transit use. Zion Canyon had to initiate shuttle-service only into the canyon to preserve the mobility to and experience of that special place. The Cottonwood Canyons will need the same protection in the coming years by reducing the use of private automobiles into the canyons year round. Buses provide flexibility to adjust season to season and provide transportation options for diverse canyon visitors. With evolving technology and social media tools, attractive bus transportation and ride-sharing could become an important way to protect and enjoy our canyons. Currently, on any given day while driving in the canyon, you can count the number of single occupant vehicles and their empty seats. This behavior is the root of the problem. Rather than spend money to damage a perfect, glacially carved canyon, let's invest in better connections to the canyons that don't involve using a car while providing better bus service in the canyons. There is an inherent risk and reality of living, visiting, and doing business in these mountains—nature happens. That risk was workable when these resorts were permitted, but now they and the state want more. When Snowbird opened, they pledged "man and nature in harmony." There is nothing harmonious about altering the very nature of these canyons with more steel, asphalt, or cabled contraptions. We urge UDOT to consider the benefits to the people and to the preservation of the canyon by choosing an attractive transit option. Roger Borgenicht and Ann Floor, Co-Chairs, Utahns for Better Transportation (UBET)	ROGER BORGENICHT	Website
6367	Protecting our canyons, our beautiful mountains, our watershed and the Utah way of life should not come at the expense of increased traffic by adding adding additional lanes for more travel. The State has been working to control and curb air pollution by adding and recommending public transportation, carpooling, etc. Allowing more autos to travel on mountain passes during peak winter and recreation seasons only adds to the problem, does not provide a solution. Parking in the canyons are also limited, so adding autos with lack of parking adds to the problem and is also not a good solution. Increasing more park and ride areas preferably removed from the mouth of the canyons, along with increasing the amount of bus routes up and down the canyon will provide less congested roadways which results in safer roads and less CO2 pollution. An additional solution would be to add a toll charge to travel the canyon during peak seasons. This would also motivate more to use public transportation, therefore decreasing the amount of road travel. Us residents that live in this area have a vested interest to make our canyons, our mountains and our neighborhood a place to live, love and recreate and adding more asphalt and autos does not help the ongoing concern.	Matthew Harlin	Website
6368	I strongly support the enhanced bus service. Gondola towers and road widening will negatively impact the natural environment of Little Cottonwood Canyon. Enhanced bus service provides the necessary traffic reduction benefits without the environmental costs.	Emile Kaldany	Website
6369	Thanks for taking comments on this. Unfortunately, I believe the EIS drastically diminished the importance of our watershed in this report. The Gondola alternative offered in this EIS, will not help our current problem given it will not allow people to park their cars and ride the transit system, but rather it needs an additional mode of public transit to get to the Gondola. That won't work. More importantly, there is confusion on the La Caille Gondola alternative, which isn't even part of the this EIS - yet I haven't seen anything from UDOT to clear the air on that. The La Caille Gondola alternative that is being pushed by others isn't part of this EIS, so commenting on that seems nonproductive. However, that option is better than what UDOT has come up with. Either way, the gondola isn't even proposed to be used in the summer - which it needs to be for a true transportation solution. Also, I've read the gondola would eliminate busses - that doesn't make sense. We need to get people out of their cars and on public transit. Honestly, my billion dollar wish is we could just have you guys increase busses for the short term, and then install a rail tucked in the north side with snowsheds that buzzes up and down LCC. And once the rail is in then the road is closed to all except emergency vehicles and essential avalanche personnel. With regards to the three listed alternatives in this EIS. I'm in favor of increasing busses and not expanding the road for another lane. Let's see if we make a parking lot near the bottom of LCC - like a big one that can hold people, and toll/close the road for anyone except avalanche and essential personnel, and run the busses all year long to see how that works. It's a low cost short term solution. However, I feel like UDOT just wants to build some grandiose thing that doesn't make sense - which is what the gondola is. It's no question, the gondola is being billed like an amusement park ride to sell more lift tickets than Colorado, etc. It's a subsidized chairlift by UDOT for the ski resorts, and not a real transportation solution given it won't be easily accessible, and isn't planned "o run in the summer. As I write this comment, there were cars lining both sides of the road near White Pine in July, and those cars went all the way to the curve below Entry 1 at Snowbird. If UDOT wants to build a gondola at all costs, it needs to be a transportation solution not a park ride to sell more lift tickets and further clog up the canyons with a carrying capacity that will overrun the place. In its current presented format that is all that it will do.	Erme Catino	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6370	<p>Thanks for taking comments on this.</p> <p>Unfortunately, I believe the EIS drastically diminished the importance of our watershed in this report.</p> <p>The Gondola alternative offered in this EIS, will not help our current problem given it will not allow people to park their cars and ride the transit system, but rather it needs an additional mode of public transit to get to the Gondola. That won't work.</p> <p>More importantly, there is confusion on the La Caille Gondola alternative, which isn't even part of the this EIS - yet I haven't seen anything from UDOT to clear the air on that.</p> <p>The La Caille Gondola alternative that is being pushed by others isn't part of this EIS, so commenting on that seems nonproductive. However, that option is better than what UDOT has come up with.</p> <p>Either way, the gondola isn't even proposed to be used in the summer - which it needs to be for a true transportation solution. Also, I've read the gondola would eliminate busses - that doesn't make sense.</p> <p>We need to get people out of their cars and on public transit. Honestly, my billion dollar wish is we could just have you guys increase busses for the short term, and then install a rail tucked in the north side with snowsheds that buzzes up and down LCC. And once the rail is in then the road is closed to all except emergency vehicles and essential avalanche personnel.</p> <p>With regards to the three listed alternatives in this EIS. I'm in favor of increasing busses and not expanding the road for another lane. Let's see if we make a parking lot near the bottom of LCC - like a big one that can hold people, and toll/close the road for anyone except avalanche and essential personnel, and run the busses all year long to see how that works. It's a low cost short term solution. However, I feel like UDOT just wants to build some grandiose thing that doesn't make sense - which is what the gondola is.</p> <p>It's no question, the gondola is being billed like an amusement park ride to sell more lift tickets than Colorado, etc. It's a subsidized chairlift by UDOT for the ski resorts, and not a real transportation solution given it won't be easily accessible, and isn't planned "o run in the summer.</p> <p>As I write this comment, there were cars lining both sides of the road near White Pine in July, and those cars went all the way to the curve below Entry 1 at Snowbird. If UDOT wants to build a gondola at all costs, it needs to be a transportation solution not a park ride to sell more lift tickets and further clog up the canyons with a carrying capacity that will overrun the place. In its current presented format that is all that it will do.</p>	Anna Catino	Website
6371	<p>How does it cost more to do just enhanced busses without lane widening in om costs than with lane widening when it's the same amount of busses? The only option here I kind of support is enhanced busses with no lane widening.</p>	James Anderson	Website
6372	<p>The Wasatch Blvd Expansion should be revisited in 2030 to see if it is necessary. Not within WFRC's Phase One period. Building now in uncertain times and when the original LCC EIS was limited to accommodating ski traffic flow, building out Wasatch Blvd for projected population growth of 37% which will take place in the central and western portion of Salt Lake Valley is unnecessary. Southeastern quadrant of Salt Lake Valley is largely built out and commuters should be routed along existing arterials of Highland and 1300 East with enhanced Express Bus transit to accommodate any future north/south commuter growth.</p>	Ellen Birrell	Website
6373	<p>The timing to consider spending a quarter of a billion dollars on a transportation solution for Alta and Snowbird could not be worse. Those businesses are likely one bad season or one epidemic wave away from financial collapse, in which case a transportation solution could be delayed substantially.</p> <p>Before any solution can be considered, we need to ask these businesses to open their books to the public to prove that they can weather 5-10 years of bad ski business. If they can prove their long term stability during the "new normal" difficult times, and commit to a fair percentage of the project expenses, then I would be in favor of the Enhanced Bus (no widening of Hwy 210 in LCC) solution on the basis that the below conditions can also be met:</p> <ol style="list-style-type: none"> 1.This solution should not reduce the current number of parking spaces to non resort users. 2: This solution not impact any currently established roadside recreation areas or user groups such as climbers, backcountry skiers, hikers, bikers, runners, etc. 	Ambrose Curtis	Website
6374	<p>RE Wasatch Blvd Expansion: UDOT's Imbalanced-lane and Five-lane Alternatives are unacceptable because they are based on facilitating high-speed through a residential area which includes eleven residential intersecting streets. Tripling existing roadway width, going from 10' wide to 12' wide lanes and straightening of roadway are the wrong measures to take as they will create higher speeds, more air/light/noise pollution and fractionalize of the Cottonwood Heights community.</p> <p>RE attaining UDOT's stated goal of greater Active Transportation mobility: More analysis of crosswalk placement is needed for enhanced pedestrian access. A desirable roadway through residential strip includes no more than one lane in each direction with either one REVERSE LANE or two additional lanes for BUS TRANSIT/HOV ONLY. The Reverse Lane alternative had only one failing metric that could be mitigated. This metric needs further analysis. Current and foreseeable future vehicular use does not warrant an expansion based on new commuter trends driven by Covid, virtual officeing, incentives for workers to live near where they work, projected housing growth focused on the west and central valley, and a projected new business epi-center located at the south/central valley area replacing previous prison space.</p> <p>More analysis is needed regarding:</p> <ol style="list-style-type: none"> 1. Egress/ingress lane design and associated roadway width on the additional six residential streets excluded from the LCC EIS. 2. Traffic calming design and whether that will fit into existing space without removing houses within the road section that includes eleven-residential streets within the Cottonwood Heights city boundaries. 3. Effect of fracturing of approximately 8,000 resident Cottonwood Heights community with a high-speed highway. 4. Heightened vehicular-sourced oil, other toxic lubricants, tire rubber and other airborne particulate matter to the water sources of Big Willow and Little Cottonwood Canyon streams. See Salt Lake Water District regulations. 5. State funding ability to build and maintain the expanded highway with diminished revenues due to projected years of reduced incoming funds from a protracted Covid-19 pandemic. 6. Projected commuter vehicle numbers and flow based on projected developments to the southwest where prison once stood. 	Jo Clay	Website
6375	<p>Please find attached my comments to the UDOT LCC EIS, draft alternatives.</p> <p>Comment to UDOT's LCC EIS Alternatives Development & Screening Process</p> <p>Project Purpose and Screening Process 2020</p> <p>Watershed impacts "not evaluated at this time, will be part of EIS"- response to June presentation Failure to consider impacts PRIOR to determining the alternatives to be brought forward into review suggests the review will either be skewed, or inadequate. Costs can not accurately be determined absent knowing watershed impacts, neither in the construction nor the operation and management costs over the life of the project, or at least the term of the analysis period, 2050. Summer operational costs should be considered (see below). Bus service only for a portion of the winter does not meet the needs now. Summer service, more than 1 up and 1 down, could go a long way to relieving roadside parking at trailheads and at resorts. Is it not a serious misunderstanding of the "Authority of the resource" body of science to propose work that fails to take into account the full panoply under the plain meaning of natural resources, and further, the effects thereto? Screening Level 2 is identified as "Environmental and Regulatory Impacts." It is to include criteria such as, "impacts to natural resources, [and] the Clean Water Act," inter alia. Despite this broad umbrella, "natural resource" impacts are narrowed to only 'acres of floodplain' and 'critical habitat'. Such a severe narrowing is inconsistent with evaluating based on "impacts to natural resources." All natural resources ought to be included and their survival, sustainability, and aesthetics, of those natural resources, at a minimum must be part of the evaluation, to even select alternatives to study further. Less than 10 years ago, USFS conducted a transportation feasibility study in Albion Basin, the terminus of LCC, SR-210. That study acknowledged, "Heavy visitation in Albion Basin is typical during the summer months due to its proximity (less than one-hour drive) to the Salt Lake County metropolitan region, its abundance of wildflowers and recreational opportunities and the scenic alpine setting that it offers. The current popularity of Albion Basin and projected increases in area population and tourism is contributing to increasing concern about user demand with regard to sustainable visitation levels, recreation, transportation and natural resource protection." (p. ES-1) Less than two (2) years ago, the Town of Alta commissioned a report on the recreational use and management situation in Albion Basin. Following interviews with individuals including USFS personnel, Dr. Glenn E. Haas observed and reported a visitor use problem in Albion Basin due to the lack of a NEPA-compliant comprehensive recreation use management plan for the Basin. (p. 4)</p> <p>Trailhead Parking 2020</p> <p>No winter roadside parking This fails to adequately address the problems with roadside parking at trailheads in non-winter conditions, not merely holiday weekends. It is NOT uncommon to see parking full in the WhitePine Trailhead weekends, AND during the week. Such intense interest in this trailhead causes parking to overflow onto LCC, both Eastbound and Westbound, summer through the autumn. It is not uncommon to see cars parked over the white, shoulder line and protruding into the roadway. This can occur even on blind curves making it unsafe for motorists traveling along the roadway and pedestrians and cyclists trying to navigate the area. In addition, once Snowbird is in full Summer operations and/or "Oktoberfest" is underway, should Snowbird charge for parking in its lots, folks not wanting to pay that fee, park along the roadside of LCC, and along the roadway of Alta's Bypass Road. There can be many tens of cars in these location, both sides of the roadway, further narrowing the road for cyclists, reducing flow of pedestrians off the roadway, all contributing to poor sight lines for drivers in the area, and leading to possibly injurious conditions for life, limb and property. Alternative to expand parking lots at Gate Buttfress, Bridge, Lisa Falls and White Pine trailheads, include from 15 to 144 total spaces at the four areas, and adding restroom at one which resulted in actually reducing the number of parking spaces In 1989, actor, Kevin Costner, in the movie Field of Dreams, said "If you built it, he will come." By studying as an alternative, "building" it into the analysis, the odds are increased that that alternative will be selected. By putting energy into the alternatives here, the likelihood of a successful outcome of that alternative is greater. By paying no attention to an idea and making no effort to manifest it, you decrease the odds of it materializing. If it does materialize it will almost certainly come from someone else who dedicated attention and effort over time. The more time, attention, effort, and thought you apply to an idea the more likely it is that something will come of it. We do not need to increase the odds of people coming to LCC. People are attracted to all that LCC and environs offers and have been coming, in ever-growing quantity. The visitors overwhelm the natural environment in winter and summer in 2020. The USFS recognized this in 2011 for Albion Basin, the terminus of LCC. We can not expect expanded traffic "flow" nor "mobility" to somehow magically "underwhelm" the natural environment when the opposite has been occurring for at last a decade. No amount of additional parking space, whether trailhead, roadside nor resort, will be adequate to completely capture the crowds winter OR summer. UDOT's mission, of keeping traffic moving, and allowing greater flow by even more vehicles, traffic into a one-way, closed canyon, by definition sets up the process for failure. It was essential to the process that UDOT undertook to encourage the USFS to do a capacity study for the canyon. Absent that, UDOT should have invested in an analysis to know just what number of people, no matter whether they walk, cycle, travel in car, boat, train, hovercraft, bus, or gondola, can be accommodated absent degradation to the natural resource. Failing that, all alternatives pursued have the strong likelihood of failing to protect the natural resources. Inadequate EIS scope- Summer</p> <p>Summer costs should be considered (see above). Summer bus service, more than 1 up and 1 down, could go a long way to relieving roadside parking at trailheads and at resorts. Operational costs for summer should have been considered in both construction costs and operation and maintenance. Bus service, for only a portion of the winter does not meet the needs now. It needs to be for the full winter season.</p>	Margaret Bourke	Email
6376	<p>As a property owner in Cottonwood Heights, I support the position of SaveNotPave.org. I believe people need to slow down and take a moment. There are so many great,positive reasons not to expand highway transportation access in this part of the city. Wasatch Blvd is too fast and too efficient right now, by far. To enhance it's carrying capacity and the speed of travel would downgrade the quality of life and the value of this place. Please don't!</p>	Ken Metherell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6377	I feel that a dedicated rail line would be the best choice and would serve as the best choice into the distant future. The transportation demand will only get much worse and the aerial tram idea is total folly. You would have a limited capacity and with a dedicated rail line, you could add or delete units as the demand changes. Thank you	Ralph Gochnour	Website
6378	Each of the three Draft Transportation Alternatives for access to Federal National Forest land present a distorted focus on ski resort profits at the expense of equitable year-round public access. The scale of each archaic design option would inflict undo harm on the canyon ecosystem and communities in the Salt Lake Valley. The US Forest Service, and the State of Utah are advocating the use of taxpayer dollars to support the Little Cottonwood Canyon resorts, which cater to exclusive users who pay for full-rate, all-day passes. By allowing resort traffic to dominate the transportation system the US Forest Service and UDOT are unfairly displacing the majority public. The apparent attempt to support archaic lift pass models of Snowbird and Alta would exacerbate the inefficient bimodal (twin peak) distribution that currently stresses the canyons and valley. There appears to be no provision for less expensive, off-peak, 3-hour ski passes.	Brian Hutchinson	Website
6379	<p>ERRORS and OMISSIONS</p> <p>The EIS was clearly the product of consultants. It reflects a considerable amount data, analyses and technical studies, as one would expect. It also reflects a typical consensus of "experts," skilled in producing middle-of-the-road studies for government entities. I personally know about 50 people who could have created a superior study (if they had been asked and given access to all of the data, analyses and studies available to the consultants, and paid consultants' salaries). What did the consultants miss? And what is wrong with the EIS? The study deals in middle-of-the road averages. The downside is that every aspect of the EIS study is not only complex, every aspect has a great deal of heterogeneity and intrinsic instability that make extrapolations into the future extremely weak. The EIS does not make allowances for common outlier events. The EIS lacks input from individuals with years of cumulative experience and expertise driving in LCC. Who are these people? People who drive up and down LCC on a daily basis: skiers, resort employees, bus drivers, bus riders, commercial drivers - all could have provided input into the daily range of conditions that arise in LCC daily. These people, as a group, have a large amount of observational experience that the consultants do not appear to have accessed. The EIS should have been exposed and critiqued by these people BEFORE the EIS was posted for public comment. The EIS is not ready for prime time. It needs another round of editing by LCC experts. I noticed significant errors and omissions. There are errors that should have been picked up during proof-reading. I also think some of the data is highly suspect. The input data needs to be verified (by an independent source). Otherwise it is GIGO.</p> <p>Planning for 2050 would be nice. Implementing a 2030 plan in 2000 would have been better. It was never done.</p> <p>My particular expertise is with the bus system. The UTA ski bus is functional but not well run. It can be characterized as being nearly brain-dead, run on auto-pilot, with little flexibility and almost no situational awareness. While there are UTA employees who are extremely well informed about the Ski bus operations, I detect a lot of fear among employees. It is better to keep your head down and just do your job; there appears to be little incentive to make suggestions or achieve a higher level of operational excellence. I have studied ski bus operations at a level that few riders have. The Ski Bus has worked well for me because I understand where the weaknesses are. And there are many. Do I tell people? Absolutely not. People with my level of knowledge aren't talking because the Ski Bus is barely functional. Given the current situation and the slim prospects for genuine future improvements, if someone wants the Ski Bus to work for them, they have to do the analysis for themselves.</p> <p>CURRENT SITUATION ANALYSIS The current management of LCC transportation is spread across several entities (UDOT, SL County Police, etc.) and therefore inconsistent and haphazard. Is the management optimized in any way? It doesn't appear to be. The fact is that the population structure of LCC drivers is complex and consists of several different clientele, some of which are extremely diverse. Traffic Enforcement: In my experience, regulation and enforcement of up and down traffic is usually ineffective and easy to game or evade. This situation encourages scofflaws and creates traffic flow problems when the predictable accidents occur. An example. Occasionally the sky is clear at 8:00 am on a winter morning; Hwy 210 is clean and dry. However, a large storm is forecast to move in and dump 2 ft of snow between noon and 4 pm. Everyone knows this at 8:00 AM. Yet, the yellow blinking lights at the LCC entrance are not activated. There is no inspection or enforcement of the chains/4WD regulation. People in 2WD drive vehicles proceed up-canyon. Why does this happen? I understand the blinking lights can't (legally) be turned on until there is snow on the road. Also, the SL County police department lacks manpower and the funding to inspect 24/7. This situation allows cars and trucks that lack 4-wheel drive into the canyon when the road is clean and dry. These are the cars and trucks that predictably run into trouble when they later attempt to descend LCC when road conditions are poor. They are hazardous to themselves and every other vehicle on Hwy 210. This needs to be fixed.</p> <p>CURRENT SITUATION TO DO LIST TOP OF LIST: INSTITUTE AN IMMEDIATE CANYON USE TARIFF ON ALL SKI TRAFFIC INTO LCC. THIS NEEDS TO BE DONE BEFORE ALTA & SNOWBIRD START CHARGING FOR PARKING. ALTA & SNOWBIRD SHOULD NOT BE ALLOWED TO BEAT UDOT ET AL TO THE PUNCH. A CANYON USE TARIFF IS THE ONLY WAY THAT WINTER TRAFFIC CAN BE REDUCED BY 75%.</p> <p>Rather than list the deficiencies of the current traffic management problem, I propose using RFID technology and new rules, regulations, enforcement that should have been in place as of November 1, 2020. Option 1: Legal Definition: Legally redefine LCC as an exceptionally dangerous place to be drive ordinary cars and trucks during the winter. Restrict canyon entry to approved vehicles meeting a minimum standard of public safety. Approved Roadworthy Vehicles: 4WD with approved tires that pass inspection as of Nov 1. Use ""Snowflake tires""? Approved vehicles have RFID ID sticker installed for a fee. Only Approved Vehicles allowed entry into LCC: LCC canyon entry restricted to inspected vehicles. Use RFID technology to screen cars. Cars without RFID could perhaps be inspected on the spot, for a fee. Seek Police input on this. The RFID ID sticker can also be used to collect the LCC USE TARIFF proposed above. Option 2: Continue current unsatisfactory traffic management practices with the following additions: Require that all consumer vehicles have 4WD with approved tires that pass inspection as of Nov 1. Use ""Snowflake tires""? ""Roadworthy as in Option 1 above"". Do daily inspection of all cars in LCC, including Alta & Snowbird lots. Issue citations to non-conforming vehicles. This should be being done now. I have reason to believe that Alta & Snowbird would both allow inspection and citation on their property if they were asked.</p> <p>Looking at the EIS, I am reminded of Occam's Razor: Don't create elaborate, expensive theories and models when simple ones will do. A major problem with current traffic management is that the many entities who affect skier traffic have failed to cooperate to work out management improvements. This is an ongoing problem. I am not talking about a ""mountain accord"" resolution. I am talking about practical, near-term, operational partial-solution improvements, as described above. Do the simple things now, before undertaking poorly thought out solutions proposed by parties with other, unknown motives. In addition to planning for the future, why haven't the various entities done the simple things?</p> <p>NO CONFIDENCE VOTE in EIS report. The EIS describes the current status of the traffic management problem as a starting point to finding a 2050 solution. There are serious problems with this statement. 1. The starting assumptions are flawed. In particular, I have a problem with the current traffic statistics. I have seen similar statistics published in Salt Lake City Tribune (2019). But the numbers are very different. I recall seeing that about 33% of the LCC traffic originated in Park City. I recall seeing that about 33% of the vehicles were rental cars. I remember seeing another 33%. but I do not recall what was measured. An interview with a Ski Resort CEO in 2020 revealed that he knew about the SL Tribune data and believed it. These SL Tribune numbers vary greatly from those provided in the EIS. Which numbers should I believe? Why should I believe the EIS data? I think the EIS data may be selected data, not indicative of reality. 2. Climate Change considerations. I have seen this before. The EIS glosses over the 2050 Climate Change predictions. I recall reading a 2000 prediction for 2030 and 2050 when I moved to SLC in 2002. Its predictions seem to be on schedule as of 2020. If the skiing is going to be poor to non-existent in 2050, does SLC really need to spend a billion dollars to prepare LCC for 2030? This is not to say that LCC (and BCC) don't need a better traffic management plan. The Cottonwood Canyons need a good traffic management plan irrespective of snow quality in 2050.</p> <p>WHAT DO I THINK OF THE EIS PROPOSALS? Not much. There is not a lot of substance to the proposals and a lot of uncertainty. This is what happens when the preliminary analysis is not well executed. 1. Minimalist bus proposal. Not very different from status quo. Tripling bus capacity is not a solution. In order for this proposal to succeed there would have to be a 75% decrease in LCC vehicle traffic, which is not going to happen. The centralized hub proposal is poorly thought out. See the RFID-based LCC Tariff Proposal. 2. Enhanced bus proposal, including a dedicated bus lane. Again, without a 75% decrease in LCC vehicle traffic, the success of this proposal is uncertain. The centralized hub proposal is poorly thought out. See the RFID-based LCC Tariff Proposal. 3. Gondola proposal. This proposal is not new. It sounds great, until there is a discussion of how to fund the construction and operation. This proposal is great for Alta and Snowbird. They expect public funding. If a Gondola is to be built, then the ski resort operators and other LCC businesses should work out a way to fund it.</p> <p>WHAT WOULD WORK - near term There should be an immediate and significant Canyon Transit fee collected at the LCC entrance. This fee should be applied to subsidizing the Ski Bus and implementing the RFID system I suggested above.</p> <p>SUMMARY A traffic management plan for LCC needs to be a well thought out, integrated plan. This EIS is overly simplistic and rather limited in outlook. It fails.</p>	Bruce Duncan	Website
6380	We strongly oppose to widen Wasatch Blvd and bring more cars. As the residents living in this area, we pay the tax and deserve to have healthy life and live in clean environments. There is no reason to use our tax money to benefit the skiers with bringing more noises and pollution to the residents here. Also the city/sate should either mail or E-mail every family living here to let everyone be aware of this project and hear our voices. Many people here do not know about this. Please stop destroy canyons to meet a few days of heavy ski traffic.	Bo Hong	Website
6381	I oppose the gondola idea. Too limited parking and too much damage to pristine canyon with limited capacity to get lots of people up and down the canyon. I prefer the 3 lane theory with up lane for bus in morning and down in pm and with avalanche tunnels where needed.	Jan Sharp	Website
6382	As a resident of the Green Hills area of Cottonwood Heights, I strongly support putting money into the gondola + bus solution and minimizing expenditure on new roads. There are many winter days when I would prefer to take public transport up the canyon to Alta but the parking lot at the base of the canyon is full and there is no bus I can walk to.	Derek Brown	Website
6383	Why are we reducing the number of parking spaces for hikers and campers. I have used the Little Cottonwood Canyon for over 60 years and find it ridiculous that there is never enough parking spaces for us hikers in the Spring, Summer and Fall.	Gary Russell	Website
6384	I support the gondola, we do not need more emissions in the canyon.	Rose Francis	Website
6385	I have been an avid rock climber for over 40 years and Little Cottonwood Canyon does not have enough parking for rock climbers and most of the parking is in the wrong areas. I have climbed with people that have traveled from Europe to climb our mountains yet you make them park illegally in order for them to climb. This is not right. Why does UDOT discriminate against those that want to rock climb on some of the most amazing cliffs in Utah that are up Little Cottonwood Canyon.	Gary Russell	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6386	<p>General Comment 1. Cost Estimates. The cost estimates are listed as a single value, with a contingency. This may be appropriate at this stage of the process. In selecting an alternative, it is going to be important to provide an uncertainty analysis. We are all familiar with projects where the actual cost far exceeded what was projected.</p> <p>It may be that two alternatives have similar best estimates, but one of those has far greater uncertainty. The cost estimates in the EIS should give provide insight into how good each of those estimates is.</p> <p>For example, in Appendix E, footnote 11, it is stated that the costs for components of the ATS were based on those from a facility at Whistler Blackcomb. Estimating the cost of a project from a single data point without knowing whether the Whistler Blackcomb project cost is typical, or substantially higher or lower than typical, introduces huge unknowns into the cost estimate. And this is without knowing how materials costs may have changed from varying prices of commodities or tariffs, and whether the challenges associated with the two projects are comparable. As should be obvious, this is not the only instance in the report where a cost estimate was based on the costs of only one other project.</p> <p>General Comment 2. The report should explicitly evaluate the impact of the mobility hubs on Wasatch Boulevard traffic. What will be the impact on traffic at large when large numbers of skiers are trying to access them on normal days? During a major snowstorm? If there is an accident by the entrance of a mobility hub? If this contingency was included in the analysis, it was not obvious from reading the report.</p> <p>General Comment 3. The report should evaluate the robustness of the alternatives should traffic demand be substantially greater than what was assumed in this report. The report used point estimates for estimating the growth of traffic demand (Section 2.1.2.2.3). If the growth rate is larger than anticipated, how well could each alternative be adapted to accommodate that growth?</p> <p>General Comment 4. Unacceptable visual impacts have been noted in this report when screening some alternatives. In the discussion of Reversible-Lane Alternative with Overhead Lane-control Signs in Section 2.2.2.1.3., it is noted that the visual impact of overhead signs for reversible lanes was unacceptable. Section 3.1.2.1.1 addressing snow-supporting structures, notes the substantial visual impact that these would have in screening out this alternative. However, the visual impact of gondolas, especially on backcountry users, was not addressed. The visual impact of the gondola on hikers, skiers, and others is far greater than that of the signage or the snow-supporting structures. It needs to be considered. Visual impact cannot be a criterion for some alternatives and not others.</p> <p>Section 2.2.2.1.2. This section notes the problems associated with vehicle slide offs and the potential to back up traffic. While this discussion is made in association with a roundabout, it is also a concern with the alternatives that made it through the screening process. In particular, if there is a vehicle slide off or other accident in Little Cottonwood Canyon that would affect access to the Gondola loading station, that could result in a horrific traffic mess. The report should analyze the potential impact of traffic accidents on surrounding traffic.</p> <p>Section 2.2.2.2.1. In the evaluation of the bus only alternative, it is stated to be impractical because bus loading/unloading times are longer than the frequency of bus departures that would be required. However, that assumes that buses are loaded in series; i.e., it assumes that there is a bus at the front of the line that will depart next, and it is loaded before the next bus is loaded. One can imagine buses being loaded in parallel – for instance, having six separate sections of a parking lot where buses would be stationed. This would allow for multiple buses to be loaded at once. And since this alternative would eliminate much of the parking required at the ski resorts, those parking lots could be reconfigured to allow for six drop-off areas.</p> <p>This comment does not address the feasibility of establishing sufficient parking at the mobility hubs to accommodate this level of bus service. The report does not provide sufficiently detailed analysis to determine whether that concern in isolation would screen out this alternative.</p> <p>Section 3.2. The report should also evaluate having a shuttle between Snowbird and the White Pine trailhead (and perhaps other destinations). That could substantially reduce the demand for parking by backcountry users.</p>	Steve Glaser	Website
6387	<p>The fundamental flaw of this endeavor is that it does not truly address the environmental impact of the proposed actions. The true impact is not to the road or the elements of the transport system; it is the impact on the environment by the humans who are brought into this canyon. Claiming that those issues are outside the scope or jurisdiction of UDOT is willful blindness.</p> <p>Little Cottonwood Canyon is overused now, its capacity to absorb more human presence without severely damaging the natural environment is behind us; we're past that. It makes no sense to try to bring more people in or to bring them in faster or more efficiently. There are too many of us using this finite resource today and that will be more stressful as the population of the region increases as it clearly on track to do. If this agency were truly sensitive to protecting the environment it would be looking for ways to reduce the number of people here, not increase it. Making it easier to get into the canyon is the antithesis of protecting the environment.</p> <p>I recognize that UDOT is a transportation agency hence its purview is limited to moving people and goods. But I ask you to think more broadly and ask yourself, "what are we doing here? what conditions are we creating? Are our anticipated actions making the world better or worse?" My sense is that UDOT is doing the latter—making the world worse.</p> <p>As to the alternatives on the table, the gondola should be rejected out of hand. It's shortcomings are at least these:</p> <ul style="list-style-type: none"> •It only serves about 10% of the peak demand. •It requires 2 mode transfers to ride it, first to a bus then to the gondola car •It presents another significant scar on the natural environment; towers and cables and circulating cars are unwelcome. It is better suited for an amusement park than a place of nature. •It serves only the two ski resorts and does nothing to relieve congestion in the mid and lower canyon •It is not all weather—wind or lightning shuts down these machines •It presents challenging rescue issues if the machine stops running •It crosses the Wasatch Fault and is susceptible to stranding passengers after an earthquake. <p>Similarly the snowsheds should be rejected out of hand. The canyon road is closed by avalanches less than 10 days/year now. The snowsheds might halve that number. The public investment in billion dollar snowsheds so that 2 private resorts can get more customers on approximately 5 days a season, is completely unwarranted. It represents a huge subsidy by tax payers to resort investors. SR210 is not a major transcontinental highway which needs to open continuously for smooth functioning of the country. It is a one way road serving 2 ski resorts, many recreationalists and a handful of residents. The fate of the world, or even the Utah economy, doesn't rest on the uninterrupted use of this canyon road.</p> <p>Why do people prefer their cars to go skiing? It is simply convenience. The most convenient mode is to load up the kids and gear at home, then drive as close as possible to the ski lift and unload, at a time of your own choosing and using one's car as a locker for equipment, refreshments, etc. To compete with the car, a transit system needs to be nearly as convenient. In particular it needs to have a minimum of transfers. An arrangement where one drives to a park-and-ride, unloads the car and shleps the kids and equipment onto the bus, then is transported to the resort, possibly without a seat, doesn't make it. On the other hand, a dispersed bus pickup arrangement where one walks a short distance to catch the bus, might compete with a car.</p> <p>There seems to be little recognition that expanding the roadway will only increase traffic. The mantra from the movie Field of Dreams is applicable here: "If we build it he will come." History shows that demand rapidly expands to fill road capacity. If one is in the business of continuously building roads, then that might appear to be favorable, but it certainly doesn't serve the interests of preserving the remaining remnants of our beautiful mountains.</p>	Roger Bourke	Website
6388	<p>I am disappointed in the process that is being implemented. I have attended numerous meetings over the past several years. The public has given very strong support for reducing the speed along Wasatch Blvd. The public identified many problems with the design of the high T intersection. Utah DOT went ahead and built the high T intersection and then needed to make modifications because of problems identified by the public. I believe that local residents understand issues that Utah DOT seem to gloss over. The speed of Wasatch Blv needs to be reduced. A highway expansion that leads to a two lane canyon road going up Little Cottonwood Canyon does not make sense. It is a highway to nowhere! If the highway is to provide a transportation route for residents who live in Sandy and south of Sandy, then it is irresponsible to use state funding designated to provide access for recreational purposes.</p>	Jo Clay	Website
6389	<p>I am frustrated on spending my time reviewing proposals, sending comments, and not seeing any of my concerns addressed in the new proposals or hearing nothing in return. Last year promises were made but follow through seem scant.</p>	LeeAnn Ehrhart	Website
6390	<p>Of the three options being considered, I support the gondola over expanded bus service. Bus service is not creative and is still prone to the problems of today... too many vehicles on a road, slide-offs in snow and avalanche delays. I think the most creative idea to truly address traffic in 30 years is the Boring Company. Otherwise, I think the 2 main mobility hubs are well placed and the improvement to Wasatch Blvd and improving trailheads are well thought out.</p>	John Eckert	Website
6391	<p>It's time to turn Cottonwood Heights into a peaceful residential community. No to expanded Wasatch Blvd. and higher speed limits!</p> <p>Of the three options I vote for widening the road with enhanced bus service and snow sheds.</p>	Joanne Constantine	Website
6392	<p>I support the enhanced lane scenario of those presented. The gondola option is not practical; slow and adds more infrastructure to the canyon (since the road will still be used). This EIS only addresses ski resort traffic. There is considerable traffic generated by dispersed recreation in the canyon and this should be addressed as well. Buses need to stop at trailheads as well.</p> <p>To get people out of their cars, the cost of driving up the canyon has to be more than the transit option. I would support a toll for all cars driving up the canyon that would be at least as expensive as the mass transit cost.</p> <p>I didn't see any discussion on planned hours of operation. This should be addressed (unless I missed it). Bus service would have to extend into the late night hours so customers at the resort's restaurants could get home</p>	Arthur Hanson	Website
6393	<p>I'm a part of the climbing community and would really appreciate that the changes do not remove or affect climbing access/available crags. I would prefer the bus only addition without expansion. Thank you!</p>	Joanne Young	Website
6394	<p>gondola is a good idea. canyon is too narrow for more road</p>	Ronald Collins	Website
6395	<p>No gondola. All that money for a few powder days and weekends? It would ruin the canyon. More/better bus options that should be mandatory on weekends or toll the roadway. I feel bad for those backcountry skiers or snowshoers though. We need a better parking situation at the mouth of the canyon with better and more frequent buses. And the resorts need to step up their game with realistic on site storage and lockers. Bringing a family up the bus, with extra gear and good is unrealistic. That needs to be addressed. No gondola!</p>	Ryan Sehoff	Website
6396	<p>Joshua Vanjuren spoke with us concerning the Little Cottonwood Canyon project. I have been a City Administrator and just finished managing a factory for Morgan Advanced Materials in Indiana and I have been never treated so poorly by a State Employee as Joshua was to us. He was rude and condescending with what appeared to be total contempt for us. I am surprised that Utah employs such employees. My past experience as a City Administrator with UDOT has been extremely positive and we completed several projects in the spirit of cooperation. It is obvious that Joshua has a contempt for us hikers and rock climbers, and local citizens that live at the mouth of Little Cottonwood Canyon. I will do my best as a former City Administrator and professional to bring to light what kind of people are now working for UDOT. I've worked on projects from India to Chicago and have never dealt with such arrogance from a public servant. I also know that someone with that type of attitude is being supported and protected by those over him otherwise he would have not been so cocky, arrogant and rude to us. I will make sure that the truth is presented to the good people that I know in power here in Utah so that it can be properly dealt with. Joshua owes everyone that attended his presentation an apology. Just because someone disagrees with you doesn't mean that you have to be rude and condescending to your audience. Last I knew we were a Republic where individuals had a say over what happened in their neighborhood. Obviously UDOT no longer believes that and does not honor or even desire positive input from the citizens whose homes are affected by their decisions.</p>	Gary Russell	Website
6397	<p>I took my first class in Rock Climbing over 30 years ago and we climbed in Little Cottonwood Canyon. Now it sounds like if we climb in Little Cottonwood Canyon after this project is done we will be ticketed or towed. What do you have against Rock Climbers. Your going to spend half a billion dollars on roads for skiers yet a few thousand dollars to add some parking for Rock Climbers is not an option. Not Cool.</p>	Gary Cox	Website
6398	<p>At this time, the enhanced bus service WITHOUT widening the lanes is the most appealing option to me. It requires fewer transfers than the gondola and takes less overall time. I am concerned with the aesthetics of the snowsheds and am in favor of making them as architecturally appealing as possible and would hope that due diligence is done to achieve this — multiple proposals, renderings, bids, public comment. Thank you.</p>	Danielle White	Website
6399	<p>Protecting the watershed and minimizing impact to canyons should be the priority. Why continue to erode a very finite resource for a few days a year so people can recreate faster.</p>	Ryan McDermott	Website
6400	<p>Ryan McDermott</p> <p>I favor option 1 as it will improve traffic to private resorts without making it more difficult for folks to recreate in other ways at different times of the year - back country skiing, climbing, etc.</p>	Emily Spoth	Website
6401	<p>Gondola is not the answer. Limit personal cars, add public buses. Use existing roads. Create a space in the valley for ample parking and usage for all UTA transportation. A gondola will only serve the resorts. The gondola will not solve the summer traffic problem, it will only Become be an 'attraction' for the resorts, potentially increasing the congestion problem in the valley of Salt Lake. Summer traffic is constant up the canyon, we need a solution that will address both summer and winter adequately. Provide easy access to all parts of the canyon (not just the resort) and something that is environmental friendly. Something that will not disturb the current state of the canyon and won't disturb current residents and animals/plant life. An efficient Public bus system with limited personal cars is the option. Provide parking at mouth of canyon - possible areas include gravel pit at base of BCC, and the UTA lot by Walgreens on 9400. Consider turning the old Shop-co lot on 9400 into parking. There are other sufficient options. Gondola is not the answer.</p>	Karin Peterson	Website
6402	<p>I would prefer for the road size not too increase, so it wouldn't impact the rock climbing in the area</p>	Timothy Worley	Website
6403	<p>You are going to spend a half a billion dollars to make it so that skiers can get to the slopes faster, but you do not seem to care about the rest of the Salt Lake Valley. Have you been up Butterfield canyon recently. It is packed with traffic, but the road is still dirt at the top. When are you going to spend a few million dollars and finish that road. If you actually develop that area for recreation it will relieve some of the stress on Little Cottonwood Canyon across the valley. Giving your good tax paying citizens some options will help some of your problems. Also if Butterfield Canyon was paved between Salt Lake and Tooele you would have some happy commuters that would use it as a short cut to work and you now have another exit out of the valley in case of an emergency such as an earthquake. UDOT please consider the citizens that pay the taxes that pay your wages and stop spending billions of dollars in order to take care of a few wealthy ski resorts.</p>	Gary Cox	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6404	I have visited Little Cottonwood Canyon many times in the past and noticed the amazing wildlife and scenery it has to offer. This view makes staring at my phone almost impossible, and I hope that it is preserved for our sake as well as the surrounding environment. Based on these hopes, I see options like an enlarged bus service to be the best alternative. Although the gondola could be seen as a better alternative because of its minimal Operation and Maintenance costs, it would be damaging to the surrounding canyon environment (land would need to be cleared and stations constructed) and has the longest proposed travel time of all three proposals. Widening the road seems like a good option because it is by far the shortest proposed travel time of the three, and would add roadway capacity. However, this option would also damage the environment due to clearing land, building supports, etc. Since widening the road offers so many benefits, perhaps it could be done in a more minimal way to the environment that still adds to the existing roadway. I'm not the most researched person and the impacts of each alternative could be more or less extreme than it seems, but I hope that measures are taken to consider the environmental impacts of each option and to follow through on making the impact as little as possible while still improving the existing systems. Thanks for reading my comment!	Nora Ransom	Website
6405	I support the Enhanced Bus Service without roadway widening, with snow sheds to reduce powder-day road closure congestion and private vehicle tolling (at least in upper canyon) to encourage bus ridership. I am trying to keep an open mind about the gondola, since I have been to europe and I do ski the resorts... but if you have to take a bus to get to the gondola, that stinks. You should just stay on the bus at that point! I see that the La Callie Base promoted by the ski resorts could include parking at the base of LCC, but it seems like there is limited real estate for the parking garage there? Also a big garage at the base of LCC would be unsightly, and it would still push a lot of single occupancy cars through the cottonwood heights neighborhoods. I also think having a gondola AND a road in the bottom of LCC would be a big (visual) impact to the natural character of the canyon. Boulderding while a gondola cruises overhead? Ski resorts are so ugly in the summer already. Hiking, biking and climbing recreation at the base of the canyon with the gondola running through everything is not appealing. To speed up travel time I see that peak-season winter busses would not stop at trailheads, but I could see them being flexible in the summer by providing trailhead access whereas the gondola would ONLY go to the resorts, ever. Granted BCC has a lot more trailheads than LCC (which mainly has White Pine and Lisa Falls) so it's not as big of a deal, but the gondola would just be an extension of the resort and would not be able to alleviate summer congestion and parking in the rest of the canyon. Another point: the bus (or gondola) needs to be free to ride to work, otherwise people will just want to drive. Not because of the cost, but because figuring out how to pay is a hassle. You already have gas in your car so that's easy, but how do you pay to ride the bus? Do you need to fish out your credit card from your ski clothes while everyone waits behind you to get on the bus? Do you need exact change (the worst)? It's stressful. The transit needs to be free and the road needs to be tolled to get people on the transit. I am generally opposed to having 2 Peak Period Shoulder lanes, since that is a significant widening of the road and would impact the canyon (and the bouldering!), but I could see adding a single, directional peak use bus shoulder lane, maybe, since there is already a wide shoulder in some places. This would just keep the buses moving in the bus direction at peak-peak times (Saturday powder morning). But not 2 lanes - making it a 4 lane road - that seems unnecessary. And I would hope that with the snow sheds the 8am avalanche control road closures would be reduced, which is a big source of the winter congestion that backs up on Wasatch Boulevard. Lastly, all of the plans appear to re-configured Wasatch Boulevard through Cottonwood Heights to handle traffic growth, and I'm concerned about neighborhood impact of faster, wider road there. How do resident pedestrians cross the road? Thanks, Evan Johnson	Evan Johnson	Email
6406	While I acknowledge the gondola's cost effectiveness, I believe it does not provide access to the middle and lower portions of little cottonwood canyon, and creates a permanent eyesore in an otherwise beautiful area. Widening the road is my preferred option, as increased bus service will be able to accommodate all users and all trailheads, and the wider road would likely be able to better accommodate a future train that links seamlessly with the UTA TRAX system that already exists. Since the road already exists, widening it does not really take away from the natural splendor of the canyon.	Matthew Fix	Website
6407	I prefer the Gondola solution as I think that has the highest probability of reducing traffic congesting and the lowest environmental impact	Craig Heimark	Website
6408	I am a frequent visitor of Little Cottonwood Canyon and I support the Gondola alternative with dedicated parking at the proposed La Caille base station. We must reduce the use of vehicles in the canyon for day visits and this is the best way to do so.	Hans Hyttinen	Website
6409	I support the Gondola with the proposed La Caille alternative. If that is proved infeasible I still support the gondola alternative. My decision is based on environmental impacts, feasibility, and parking availability. It is vital that any plan is paired with a toll or parking charge to use the canyon. Gondolas are significantly better for the environment, not to mention easier to install than any road expansion alternative.	Zev Rosenfield	Website
6410	There are several good ideas yet you won't combine them and do what is best for your tax paying citizens. Where is the extra parking at the bottom of the canyon that is needed. If traffic is going to grow by 46% why are you reducing parking for hikers. Where is the parking for those that rock climb. Where is the parking for those that want to watch the mountain goats and wildlife. Why are we spending half a billion dollars so that a few skiers can get to the slopes faster during a few days of the year. So you spend 500 million tax payer dollars so that skiers can get to the slopes faster on about 10 to 30 days a year. So we spend an average of 33 million dollars a day in order for some skier to get to the resort 20 minutes faster. What a waste of money. You definitely need some people that have some better ideas. Last I knew the canyon has visitors 365 days a year yet you are worried about 20 or 30 ski days a year and taking care of some wealthy ski resorts. What about the other 335 days a year. Where is the parking for hikers? Where is the parking for rock climbers? Where is the parking for the campers? Where is the parking for the wildlife observers? And most importantly where is the handicapped parking for all of my friends that can't ever experience the beauty of the canyon because they are handicapped. I can assure you from 50 years of experience that there is not enough handicapped access for my son or wife who are both handicapped and the ski resorts have done nothing but discriminate against them when it comes to my experience so why does my tax money pay for rich skiers while excluding those that are handicapped or just plain poor. Yet those citizens pay taxes just like the rest of us.	Gary Cox	Website
6411	Where is the balance when it comes to Little Cottonwood Canyon. What about those that enjoy the canyon in the Summer. Don't tear up the canyon so that skiers can get their faster while those that enjoy the beauty get nothing, but parking tickets or worse towed.	Gary Cox	Website
6412	My long time friend Jacob Nolan sent an important message to you earlier in regards to a project that would destroy a large part of his life and passion for rock climbing in Utah. He's among many others are so proud, please dont take away such a glorious privilege. Thank you.	Tyler Holmes	Website
6413	A gondola is a very expensive option that will only transport a fraction of the people / skiers that go up the canyon. Is this really a good use of public money? It still does not address the parking issue any differently than increased buses does.	Julie Easton Gregersen	Website
6414	We need more buses without an additional lane (and not an extra lane or gondola) that will damage the watershed, natural habitat and climbing in Little Cottonwood and be irreversible.	Rachel Howard	Website
6415	I am a skier AND cyclist, mountain biker, hiker, mountain climber and rock climber. As such, I love Little Cottonwood. However, I can't imagine spending tens, to hundreds, of millions of dollars on something (a gondola) that would only benefit ONE group for FOUR months of the year. This is ridiculous. Especially when we consider the fact that these are taxpayer dollars going to benefit PRIVATE resorts (who already make a profit). I understand that there are benefits to the Utah economy, but I also know that I would have absolutely no problem accessing those sites by bus. I already do that at other ski hills around the world, why should Alta/Snowbird be any different? The costs AND environmental impact of a massive gondola project (I'm in construction, I know) are far too great to be justifiable before all other options are exhausted. Even then, more people on already crowded slopes and lifts will not likely be the draw you think it they will be! I hope reason wins out in this case. Thank you for your time.	Kevin Wilson	Website
6416	Please consider option 1 - increasing bus routes without widening the road. If there could eventually be a Gondola that is much, much smaller than the snowbird tram and lower impact that would be helpful. But right now, I'd like to see more buses without widening the road.	MEAGAN GALLAGHER	Website
6417	The ski resorts have been so insensitive and cold to those who are handicapped over the last 30 years so why do you add insult to injury and continue their abuse by supporting their anti special needs agenda that insults and keeps away those who are not wealthy and normal in their eyes. Catering to those that can ski while the handicapped that can't ski are not invited to the beautiful Little Cottonwood Canyon since their is no spot for them. Because parking and trails and roads are designed to exclude those with special needs from ever seeing the beauty that is there unless they want to be towed and ticketed.	Gary Russell	Website
6418	The ski resorts have been so insensitive and cold to those who are handicapped over the last 30 years so why do you add insult to injury and continue their abuse by supporting their anti special needs agenda that insults and keeps away those who are not wealthy and normal in their eyes. Catering to those that can ski while the handicapped that can't ski are not invited to the beautiful Little Cottonwood Canyon since their is no spot for them. Because parking and trails and roads are designed to exclude those with special needs from ever seeing the beauty that is there unless they want to be towed and ticketed.	Gary Russell	Website
6419	Creative options such as the gondola NEED to be explored	Nicole Lopez	Website
6420	Wasatch Boulevard is one of the best areas for cycling. I would ask that if changes are made in order to increase motorized traffic, that the building plan include an extension of the bike path that currently ends at the crossing of Parley's Canyon. Separate bike paths offer greater safety than bike lanes contiguous with existing roadways.	Michael Battistone	Website
6421	As a boy I camped at the mouth of Little Cottonwood Canyon. Learned the history and skied at Alta. Then I married a wonderful woman with a handicap and learned that Alta and the ski resorts are only interested in people with money and that can ski. My wife was discriminated against along with our son with special needs. Why do my tax dollars pay for something that excludes those with special needs. And your actions are going to only reinforce that. Traffic is going to increase by 46% but options for those with special needs for parking etc. are going to be greatly reduced. Get your priorities right please. The next generation is going to pay for your mistakes and extreme prejudice.	Gary Cox	Website
6422	As a cyclist and skier, I HIGHLY support the idea for roadway widening with an increased bus route. I cannot stress enough how having a wide shoulder would be incredible for the cycling community. Little cottonwood is a hugely popular cycling route from April - November and giving it a dedicated cycling/pedestrian lane would make it into the best climb in the state. Additionally, I have had many close calls with cars going up LCC, so having more space between cyclists and cars would benefit everyone! I also think that a tram would ruin the beautiful landscape of the canyon and make residents angry. Thanks so much!	Niels Wheelwright	Website
6423	Please do not make Conwood Heights a parking lot. We continue to lose natural beauty in the quest for more development. Thank you.	Emily Weigel	Website
6424	We need more buses without an extra lane or a gondola. This will damage the watershed, natural habitat of many animals, and climbing in the canyon, and all of this won't be reversible.	Sammy Sanyal	Website
6425	There is no question that the enhanced bus system should be the only option being considered. While the gondola seemed like a good idea, I don't believe it would actually solve the problem at hand: transportation. Roads will still be just as jammed due to people preferring to drive. The only benefit would be during times of avalanches/road closures. The enhanced bus system without road widening would keep the canyons how they are now, still somewhat "wild". The canyons are becoming more and more crowded and have less and less natural feeling to them. Road widening or a gondola would just push little cottonwood more in the direction of a simple tourist attraction. Not a place to escape the commotion and to connect with nature.	Brennon	Email
6426	Please, I urge you to consider the environmental impacts of the current options on the table. The ski resorts should not get more of a say in how our beautiful canyons are used and developed. Please protect the watershed, the air shed, and the beauty of our canyons!! We need smarter public transit to the BASE of the canyon rather than additional infrastructure and building IN the canyon. Our family has a cabin in Big Cottonwood Canyon that is 70 years old. Our connection to this land is personal and spans generations. I urge you to consider more than the economic benefit to a few stakeholders (ski resorts).	Barbara Thornton	Website
6427	Please consider adding an alternative transportation method to get to the ski resorts and recreation in little cottonwood canyon, parking structure, buses and gondola are all great options	Sally Tauber	Website
6428	As a resident of the Town of Alta, I support the LaCaille gondola proposal. The idea of using buses to shuttle riders from the mouth of Big Cottonwood to then load a LCC gondola seems to be a contrived solution. Please consider studying the LaCaille alternative.	Jonathan Morgan	Website
6429	Gondola seems like the best option!	Kassia Lawrence	Website

COMMENT NUMBER

COMMENT

FULLNAME

SOURCE

6430

Duane Postlusny Website

I strongly encourage serious planning and consideration from non ski resort recreation in the final alternatives. Some factors that need to be addressed:

Transportation options outside of normal times, such as early morning 'dawn patrols' or 'alpine starts' and night time 'apres ski.' The primary reason I never took the ski bus was because it did not run early enough or late enough.

Access to formal and informal trailheads such as Gateway Butress, Tanners Gulch, Great White Icicle, Lisa Falls, White Pine, and Mount Superior, and Grizzly Gulch, to allow access to non resort recreation.

Options for safe and protected bike lanes need to be considered, to maximize human powered transport options.

Why don't you build an Alta pad for these rather than any tax dollars? I think all options are too focused on skiers and the ski season. Option 2 is garbage.

6431 Website Lucy Call

Generally speaking, I support a solution such as the Gondola plus La Caille option proposed by Gondola Works. This being said, I don't support any solution that detracts from the community of Cottonwood Heights. Widening Wasatch for some potential 2050 evening traffic

6432 Website Joe Spataro

I have done my research and I strongly support the enhanced bus option with no road widening. I believe this option is the most responsible and effective first step to solving the problem in LCC. It's the most minimally invasive to the nature and wildlife of LCC, the most cost effective and most EFFICIENT way to MOVE MORE PEOPLE IN FEWER VEHICLES which will result in less congestion on peak snow days... the problem we are trying to solve.

Additionally, the enhanced buses PARDED WITH A lot system and monitored mandatory carpooling (+1 per car) during peak hours for cars would exponentially improve flow.

6433 Website Courtney Howard

Stops need to be added to the existing plan to serve backcountry users as well - OUR LOCAL RESIDENTS - who enjoy skiing, boarding, snowshoeing and steeading NOT AT SNOWBLIND OR ALTA. I enjoy resort AND backcountry skiing and I think it is very clear that the majority of these options as they're currently written completely EXCLUDE this consistent (and local) group of people engaging in non-resort winter activities.

The gondola is an absolutely absurd, financially irresponsible idea that would only move 1/3 of the people going up LCC during peak hours. We all know who has the money here (RESORTS) to rally people to support options that improve their bottom line. I hope you hear all the individuals, communities, and organizations who are coming to you wanting a decision to be based on FACTS, THOROUGH ANALYSIS OF ONGOING COSTS OF MAINTAINING and IMPACTS to rally people to support options that improve their bottom line. I hope you hear all the

We want to protect this canyon and its limited resources and wildlife while more efficiently transporting people to do what they love in winter. ENHANCED BUS, NO ROAD WIDENING.

6434 Website Anne Evans

I don't think any of these proposals really work. None of them are sympathetic to the environment of little Cottonwood canyon and will destroy the very thing people come to enjoy. Certainly not more road for cars & the gondola would be an eye sore and will not get people up the

mountain at a reasonable rate. What about looking to Europe and how they cope - trains, tunnel?

6435 Website McKenzie Spohar

I missed some information when commenting earlier today. After reading more on this, I agree with the Salt Lake Climbers Alliance and would like to see one of the alternative options they've come up with.

6436 Website Drew Petersen

I vote (even though I know that's not how it works) for "enhanced bus with roadway widening." The mobility hub at the gravel pit NEEDS to happen. Snow sheds are essential to any plan (they work great literally everywhere else in the world). Additionally, this is the best option

because it would allow access to trailheads for backcountry users and summertime use.

6437 Website Ezra Steinhilf

It's a super big deal because of more scenic - but not so much a fan of the idea of a gondola that only really services the ski resorts and is a pain to get to for most, because I'm worried a lot of people won't use it for that reason. The gondola will disrupt the views of the

canyon, too, and I'm not a fan of proportion of that. I am however, in favor of increased bus service, as long as there isn't any lane widening or snow sheds built. I believe that widening and/or sheds will have too much of an impact on the natural environment and the other activities

that take place in the canyon that there for some time hasn't just resort use. I realize al increased service options has some kind of widening/shed built into the plan in order to minimize days when the canyon has to be closed, but I would rather have a closed canyon than room for

more cars in it and a disrupted watershed. A Zion National Park model might not be feasible because of the cost/overhead/number of buses available, but adopting a model as close to that as possible, along with express buses that go straight to the resort from the proposed

parking structure at the base of Big Cottonwood as well as other places in the valley sounds like the best option to me. In the end, we shouldn't be making room for more cars, but instead making it more of an inconvenience to take a car (by instituting no winter road parking, lots in

the canyon, etc.) than to take the bus. Buses are the future! Not a three or four-lane road in a canyon that we all love so much.

6438 Website Shayna Pugh

As a rock climber who lives in the north of Little Cottonwood Canyon I believe it is important to protect the iconic climbing areas as well as the natural environment here. Plans to carve another lane through the canyon would likely destroy many climbing areas that are loved by both

local and traveling climbers as well as access to these areas. In addition, both the gondola plan and the extra lane plan cause irreversible damage to our beautiful canyon. I support the enhanced Bus Alternative without road widening because I believe it will cause the least amount

of damage to the canyon while also decreasing traffic.

6439 Website Shaun Tullis

Frankly the parking as it is today, is the Wasatch best chance at self-preservation. When it's full it's full. How much more beyond that it holds doese Alta, Snowbird, Utah intend to cram into this space? A toll system will change behaviour - just look at Solitude. You can nearly double

capacity by having 4+ persons per vehicle. Address demand through a tiered toll system that rewards 4+ with no toll and anything less has to pay. The fewer passengers the higher the toll. Toll systems are available that can track occupancy, automate billing and even identify pre

registered cars with snowsheds and direct those without proper tires to pull over. All of this is far less expensive than any I've proposed options I know because I spoke to the toll companies, and Utah does too - the have HOV racking. But even before this focus on the bussting,

DO the possible in the evenings. The avalanche gondola and snow sheds are not justified for the very few days gained by not having to shut down roads to clear them. Focus on what you can do now. If you want to make a study, put this in place and study the result. Get something

going now that would make an immediate and real change. Improve upon it as you learn.

6440 Website Patricia Folansee

I will create more noise pollution and air pollution; More lanes of traffic idling in traffic during powder days when Little Cottonwood Canyon is closed. You created 2 lanes of traffic coming north on Wasatch Blvd from the High T intersection. Try getting into or out of our neighborhood

from Golden Hills. This is the state road. UDOT does not seem to care about the fact that the state road goes through Cottonwood Heights. We live and work here. Please do not expand 2.2 miles of Wasatch Blvd for a few powder days. This is really a transit issue to get people up and

down the canyon. Increases buses to get people out of their cars. We do not want a 5-7 lane highway dividing our community.

6441 Website Thelma Pribble

Resort Employees need to ride the bus to get to work. Tolling on high demand days with frequent buses will encourage transit. Destroying the Canyon for a problem that only lasts a few hours 10 days a year is insane.

6442 Website Annette Cumming

We desperately need a gondola system to see if the canyons. But because we would handle Cottonwood. They are very special places that only we can save. We need an investment now to save it for all of posterity.

6443 Website Steve Claser

Given that the purpose of improving transportation in Little Cottonwood Canyon is to improve the recreational experience (and getting one's destination without traffic delays will indeed be an improvement), any negative impacts on backcountry users must also be assessed. Very

simply, I do not want to lose or near a gondola when I am hiking a snowshoeing. How frequent will that experience be? I say that the impacts only occur when the gondola is above designated wilderness is naive and unacceptable.

6444 Website Madelyn Snow

Please do not widen the road. The canyon is beautiful and the bigger the road the more it will interrupt with nature. Instead increase the number of buses and require carpooling on busy days.

The gondola option does not appear to take into account the time delay from waiting in lines at the transit hub and the gondola base station. Also, a fire in the canyon that shuts down the highway would also shut down the gondola, so a route over the backside to the Kimball

Junction area would provide better emergency egress. Putting the base station near Kimball Junction would provide ample room for hotels, parking, etc. to turn it into a hub for skiing the Cottonwood Canyons, and much skier traffic could be routed from Salt Lake to Kimball Junction

area via I-80. Finally, it would be worth considering the Loop tunnel system developed by Elton Musk's Boring Company as a much faster and higher-capacity route from Kimble Junction to the Cottonwood Canyons. The Loop system could transport people at 160 mph through the

mountain, making it much faster to get from Salt Lake to Alta via Kimble Junction than it would be to drive up Little Cottonwood even on a low-traffic day.

6445 Website Nelson Clayton

The best options is #1 - Least impact on the beauty of LCC. Do not widen road, increase ski buses on an as-needed basis. More ski buses on powder days...easy on, easy off, direct to Snowbird and Alta. Toll booth at the bottom for cars.

Second choice is option #2 - add one lane to the road, increase ski buses on powder days...easy on, easy off, direct to Snowbird and Alta. Toll booth at the bottom for cars.

6446 Website Nancy Hardy

Option 3# - Do not build a gondola! It will destroy the beauty of the canyon. It's not convenient...skiers/snowboarders will not park somewhere to take a bus to the gondola, to then make the long ride up. Not practical or fun to schlep around with skis, boots, poles, children, other

gear, lunches, etc. People would rather drive and pay a toll for convenience and less hassle! People will still have to drive to go backcountry skiing or hiking or sightseeing in other areas.

Best choice is to simply add more ski buses...have parking available at the Gravel Pit, 9400 South & Highland, SLC, Sugarhouse, Draper, Park City.

6447 Website

Little Cottonwood Canyon does not want to be destroyed by a gondola and a wide road!

Thank you for reading.

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6447	<p>Though an avid skier myself, this problem seems to affect, on the whole, a small group of people for a relatively short period of time (a couple of bad traffic days) each year. Drastic measures like building a new lane up the canyon or building a gondola should not be considered before significant efforts are made to better work with the system already present.</p> <p>We already have a road going up the canyon and a bus system that is already in place, even if it's not working as well as we would hope. But before we go digging a new lane or installing a gondola, both of which could cause irreversible environmental damage, why don't we work with what we already have and increase the number of buses going up the canyon and see if that works?</p> <p>Adding a new lane would decrease the available roadside parking for the length of Little Cottonwood Canyon Road, which will either lead to more parallel parking on the side of the road (potentially dangerous) or pushing back trailheads further into the forest. A gondola could create problems for wildlife and infringe on the areas of the canyon that remain relatively unaffected by motor vehicles and machinery.</p> <p>I'd love to get up the canyon a bit faster on those powder days, but I'm not willing to trade the decreased commute time for the multi-faceted effects that a new lane or a gondola might cause.</p> <p>We do need to mitigate the traffic problem, and we can do that with enhanced bus service and high tolls for days with potentially significant backups.</p>	Alex Sun	Website
6448	I believe that more frequent buses and better public transportation are the best option for LCC.	Kira Crowell	Website
6449	I support enhanced bussing - more bussing.	Koly Swistak	Website
6450	<p>Hello, my name is Mark Equinozzi. I moved to SLC at age 17 and have lived here for the past 11 years. I married my wife here and just bought a house in Holiday and are expecting our first child in October. This is my favorite place in the world and I love the Wasatch more than anything. Within 15 mins I can be bouldering, hiking, flyfishing, or scrambling, it is a truly unbelievable place to be.</p> <p>Below is just a recommendation. I'm going off what I have researched and how I feel about our mountains.</p> <p>The point of my suggestion is not to isolate people based on not being able to afford access but rather to empower more of our community to gain access while also doing what's needed to preserve our mountains. In a perfect world, the mountains have free access, no fees, no need for regulation, everyone respects and helps take care of our backyard. But to me, the harsh reality is people won't do that and I see it more and more up the canyon.</p> <p>This does not need to be a negative thing and how people take it will depend entirely on how you deliver the message. We are opening the Wasatch to the masses & protecting it at the same time. Granted as much as I LOVE being alone on the slabs or superior I understand the necessity of people having access to the Wasatch. If you do not get to use the mountains and you don't have a way to get there, why would try to help? You wouldn't. With only 4% of our population utilizing the mountains yearly and our population growing so quickly we need to act now before the damage is irreversible and we have lost what makes this amazing city so unique.</p> <p>I hope my above thoughts help preface this plan in the correct light:</p> <p>BUS SYSTEM I believe we should adopt a platform similar to a national park. -During peak times busses run every 15min. -Stops depend on the time of the year. -Busses have a separate lane at the entrance, they must have quick and easy access. -Buses are the same price as normal public transportation in slc (or free). -Create a city bus system that drops off at the base.</p> <p>PREMIUM PASSES I believe you should provide the ability to buy access by car. -Pass is priced 500-750 for the year and you get unlimited access. -Provides funding for the BUS SYSTEM so others can enjoy it. -Cars can drive in for day passes.</p> <p>BUILD INFRASTRUCTURE -Build out gates for cars to enter canyons. -Build out the base of canyon with a parking garage.</p> <p>I know the above probably sounds crazy but I think with the correct strategy of marketing and funding you can break through to the public. People want to help and want to be part of the solution but only if they are included in the reward. If you increase the number of people using the mountains you increase the support for the mountains.</p> <p>Stroke a few local wealthy guys egos and get some bigger names behind it. Use it as a chance to provide a large tax write off and get social recognition and people will join. Back that up with a robust gorilla effort and I think you can make it happen.</p> <p>Thanks for listening to my rant. I wish you the best and hope we can all make the Wasatch a better place in the coming years.</p>	Mark Equinozzi	Website
6451	As a rock climber and skier who often visits Little Cottonwood Canyon, I believe it is important to protect the iconic climbing areas and the unique environment that thrives. Plans to carve another lane through the canyon would likely destroy many climbing areas and destroy habitable places for animals already at risk of having their land encroached on. In addition, both the gondola plan and the extra lane plan cause irreversible damage. I support the Enhanced Bus Alternative without road widening because I believe it will cause the least amount of damage to the canyon while also decreasing traffic. It will also encourage more people to take the bus, as well as benefit students who have UTA fees in their student fees.	Alyssa Le	Website
6452	The issues is to many cars up the canyons. We need full cars and more buses. Not more roads not a Gondola. Those buses need to leave from places around the valley that have ample parking. Also the tax payers should not have to pay / support the ski resorts.	Kurt Kohler	Website
6453	I support Alternative 1 (Enhanced bus service without road widening). I primarily go to Little Cottonwood Canyon to climb, run, and hike. As such, the alternative that provides access to the various climbing areas low in the canyon and hiking trails and does not disturb any of the boulders is preferred. Alternative 1 appears to meet my needs to best. Of the greatest importance is limiting impacts to boulders, of which several are close to the road and could be damaged/removed if road widening is required.	Douglas Oliver	Website
6454	I am in favor of expanding transit systems, NOT lane additions or gondola, because it is the most practical solution based on the current infrastructure. The canyons are multi-use year-round, which a gondola does not fully Accommodate for. Adding lanes to the roadways sacrificed too much of the natural value of the Wasatch, which is already in jeopardy. We have a bus system, so why not just fix it's flaws and connect More people to the system, preventing the number of cars in the Canyons and on the roadways overall.	Logan Hastings	Website
6455	Bottom line: UDOT needs to add an alternative to solve the traffic problem that does not cost the tax payers a single dime. The three "alternative" are all variations on the same theme. There is no real choice. UDOT has eliminated all the other real choices.		
6455	Typical UDOT. The alternatives are narrow and all are terrible. Another agency needs to take the lead on solving this problem. As long as UDOT is in charge, the only choice is how much more infrastructure is built in the canyon. Adding more infrastructure will not solve the problem. It is like an obese person buying bigger pants and thinking it solves their weight problem. The traffic problems are caused solely by the two ski resorts. They are private businesses. They make hundreds of millions of dollars in profit. Not a single dime of taxpayer money should be used to resolve a problem that the resorts intentional created so that they could make more money. The ski resorts can fix the problem they created at no cost to the taxpayers, but they would rather get a multi-billion dollar taxpayer subsidy. They seem to have UDOT in their back pocket. Why has UDOT not included a resort funded solution as an alternative? It is criminally wrong that you have not done so. You need to do this. You need to have a wide range of options for the public to consider, not three variations of the same theme. The traffic problems are caused by the fact that the resorts have their parking lots in the wrong place. It is that simple. The parking lots are at the base of the ski lifts. The resorts should close all their parking lots and build them where they belong... in the Salt Lake Valley. If you want to ski at a resort (or work there) you need to take a bus to and from the resort from the valley. This solution does not require any taxpayer money/subsidy/bailout of the resorts. The cost would be borne where it belongs: by the resorts and those who ski there. No road widening would be needed. No silly (and UGLY) gondola (is it going to stop in high winds? How do you rescue people?) Let the resorts buy/build parking spaces in the Valley and shuttle people up to the resort. Sure it will cost them millions and may be difficult to do, but they should rightfully bear that burden and they are smart and they have millions of dollars to invest in doing this. Taxpayers should not fund this. UDOT needs to add this as an alternative for the public to consider. Of the three "choices" provided, the Enhanced Bus Alternative (without roadway widening) is the least terrible, but it is still terrible.	Eric Hobday	Website
6456	Personally, good thoughts but you are forgetting that there are other areas than 2 private ski resorts. Why are we spending 100s of millions of dollars on access to private businesses without improving access to touring areas as well. I think limiting the number of people per day that attend resorts is the first step. Then we worry about alternatives.	Cabot Steward	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6457	<p>SOLUTIONS or SPECULATION. Sometimes criticism is in order for one to see more clearly.</p> <p>It is both laughable and alarming that UDOT would devise and propose such a project scope as to appease private interest, that entails expending hundreds of millions of dollars (of public, tax payer dollars) for construction of a gondola to serve ski resorts desire to increase patronage, and widening of Wasatch to Neiderhauer's desires to deliver patrons to his planned Ski village development for the LaCallie property. If you think residents are not savvy to the upcoming developer desecration of this area, guess again. ODUT ought to be truly ashamed to roll out these horrific solutions to public. UDOT has vested interest in "selling" these investor ideas, particularly since UDOT is poised to cash in as well. While private sector investors stand to profit while local areas resident lose BIG! Are these projects necessary? And, more to the point, do these proposals fit within the scope and plans of local communities that will be impacted by these developments.</p> <p>How convenient of UDOT to drop John Thomas (former EIS project manger) from the EIS project after he committed, on behalf of UDOT, to lower speeds on Wasatch to 35MPH, by creating a revised design speed for Wasatch Blvd/SR210 using traffic calming measures and creating a scenic highway. That is the Wasatch Blvd residents were sold, July 2019. How convenient it is for UDOT to just pull the plug on community concerns for safety, and force-feed 7 LANES of TRAFFIC, 1-2 miles of road-widening, for NO APPARENT REASON, other than to steer patrons to the planned Neiderhauer Ski village and gondola station. UDOT, you have pipped yourself to private investment interest, and it's blatantly obvious UDOT is following the MONEY, too - grabbing for large scale FUNDING while irreversibly destroying local area neighborhoods, degrading safety, increasing traffic, and impacting both air quality and noise pollution in the process. YAY YOU, UDOT.</p> <p>UDOT is CHASING THE BIG MONEY: No one is a stranger to understanding the process whereby tax payer funds get directed to udot for projects: First the agency must create "perceived need", then support said need with creative statistical data that point towards prescribed outcome; litter it lots of studies, to the point that public is overwhelmed and won't bother to analyze details or pose questions; and, finally create solutions that promote the "desired outcome", then seek funding. It is well known that agencies and the state are pushing the "Growth" agenda: CWC, WFR, Envision Utah. Utah has a few economic drivers, and Ski industry is a tourism cash cow. Introduction of Ikon and Epic passes have shown ski industry the means to reap profit with projected growth, and they are ready to cash-in. Yet, neither Snowbird nor Alta will pitch one \$1.00 into the pot to fund these projects, either. Rather, they intend to bring home the bacon on TAX payers dollars to secure future profits.</p> <p>The solutions presented have more failures than salvageable aspects, imo, so with that:</p> <p>NO GONDOLA: The gondola is the most ineffective and inefficient solution to move patrons to resorts during winter months. It is unsafe, there are no contingency plans presented for emergency rescue, during power outages or high wind shut down. There will be need to clear-cut forest for its installation, along with emergency and tower maintenance access points en route. And, the suggested, estimated, guesstimated travel times and logistics of the study are unsubstantiated, and ridiculous, guesswork at best. There is no viable "last mile" solution presented for local areas residents, who will be forced to drive 1-3 miles to a transit hub, pay to park, then take a bus, then transfer to a gondola. At min. an anticipated 1.5 hours travel time for local areas residents can be expected, with min. of 2 transfers, after driving and parking a car, if on schedule. Whereby to compare current trip time, by car or bus, up-canyon travel time is approx 17-20 minutes, during normal conditions. I hesitate to ask, but are there actual "planning" engineers working at UDOT, as these solutions seems more poorly contrived than what interns could come up with. Roles of Planners and Engineers are higher differentiated, nothing has yet been engineered, which leaves more question than answers to public. Nothing about these presented solutions seem resolved, nor logical, and this is long after UDOTs been dragging its feet in this process for the past few years. The costs for the Gondola is a monumental waste of tax-payers dollars, it is simply not the most effective nor efficient solution to transport people. The gondola is seasonal use, and does not address nor meet needs of back country skiers, nor will it have mid-point stops, nor summer use for hikers and mountain bikers.</p> <p>The gondola solution appears purely out of a greed-driven investor agenda, and UDOT, as public agency, has allowed itself to succumb to those "stakeholders" whims with complete disrespect to local areas residents and the negative impacts such a project will inflict upon the local area, and with disrespect to local and regional master and general plans for the area. There are no local area master or general plans that include use of a gondola in any capacity, so how did it end up in your solutions. By its inclusion in UDOT's solutions, you are creating changes to local and regional plans that do not call for a gondola; its inclusion obviously caters to speculative development plans of private sector interests. For a public agency such as UDOT to align itself with private sector interest over the public interest raises question for concern. Alternatives: Dare to consider for a moment that a rail system will deliver folks to resorts efficiently, and can be designed with mid-point stops and year-round use. Perhaps UDOTs negate to consider rail system because Doppelmayr (the gondola company) does not yet have a rail system that will work for this purpose... too bad, shop it around. They are not the only game in town so to speak, though, literally they are (since they located USA headquarters here for this very purpose). Initially, and more to the point of functional, low costs solutions, the use of buses present the most flexible plan, and are the obvious solution. The implementation of snow sheds, in respect to safety on the canyon road, are warranted. Snow sheds can be designed aesthetically to blend into natural landscape, and can serve dual purpose functionality as wild life crossings. Suggest to start here, and study this process as to what ultimately can solve any "perceived" traffic issues, this is a best-practices approach.</p> <p>Will also interject, as I have in past, to change current snow tire laws - to demand all vehicles traveling up both canyons to be equipped with either Chains, or Mountain/Snow rated tires," and do not allows M+S rated tires as satisfactory for canyon driving, which is the current status of this law. You have \$66 mill to study, suggest to look it up - plenty of studies on differences in traction between these tire types for severe winter driving. Frankly, with your \$66 mill study money you could buy all winter ski-pass holders, resort employees, and tourism travelers into the canyons a real nice set of true winter snow rated tires (they last average 4-5 season). Dare conduct this study, and let's see how the number of car slide off incidents drop. Canyon traffic congestion loading/unloading in inclement weather is 99.9% result of vehicle slide offs. Let's please stop allowing this easily remedied safety issue to persist year after year.</p> <p>NO WIDENING WASATCH TO 5 OR 7 LANES. Widening of Wasatch Blvd/SR210 has far too long been the largest point of contention with local area residents, with both their mayor and council reps, and UDOT, in respect to safety of residents as they ingress/egress adjoining neighborhood streets that feed onto Wasatch Blvd. The consensus is that residents struggle to safety exit/enter neighborhoods currently with a 2 LANE road and 50 mph speed limit, it is simply unsafe. If UDOT bothered to acknowledge the numerous comments it has received on this very topic, you'd know and address it accordingly. Not addressing known safety issues is pure negligence on your part. Is Udot willing to assume the liability for accident and resulting deaths that occur due to known road safety issues? The High-Tee project of 2017 only served to further reduce safety along Wasatch, and failed to even address cycling and pedestrian safe passage through that intersection in its design conception. Your agency has obligation to increase safety, not decrease road safety. Adding a light for cyclists to cross thru the high-tee was a last ditch effort demanded by local residents to get some form of cycling safety, that element was clearly left out of UDOT's design plans, and you were happy to build it as planned. Shameful. UDOT, by its own admission, has noted publicly that the intersection fails, and is already looking to redesign the high-tee, in all confirming UDOTs inability to actually skillfully engineer a basic intersection, not to mention another huge waste of tax payer money. Be it Federal, State, County, or City, the funding UDOT receives for project is PUBLIC TAX PAYER MONIES collected through taxation. UDOT's priority of response therefore is to PUBLIC LIFE, SAFETY, WELFARE, not private investor interest.</p> <p>The last few years area residents braced themselves for the worse, in respect to Wasatch widening plans, pleaded with city council and mayor to not allow area neighborhoods to succumb to road widening, which would ultimately degrade safety and severe the community. Residents have engaged repeatedly thru open houses, design charrettes (another monumental waste of time and expense) demanding the road remain 2 lanes, or possibly to add a reverse bus/mass transit lane to appease intermittent winter peak time ski traffic, but above all to reduce the speed limit, to 35MPH, through implementing design speed changes, and add traffic signals where necessary to reduce risk of injury to drivers(Kings Hill). UDOT at least, in superficial appearances, over the past 2-3 years, seemed attentive to residents concerns, and even made a commitment to local residents to work to increase safety along Wasatch by reducing the speed on Wasatch to 35MPH. Fast Forward, to the "revised" EIS solutions you still maintain the 50MPH, in all 3 solutions, and fail to even acknowledge the 2 July 2019 commitment to local area residents to increase safety through speed reduction on Wasatch. For an agency with a "Zero Fatalities" goal, you seem hell-bent to force accidents and potential injury/loss of life in presenting these new solutions, all of which widen Wasatch, be it 3, 5 or 7 lanes and, still maintain 50 MPH (and, to enlighten local area residents: 12' shoulders are LANES, Buses on shoulder will require 12' width by Fed mandate, so yeah... who are you kidding calling a shoulder a bike lane?). Straightening Wasatch Blvd at Kings Hill will require the destruction of area residents, their homes will get destroyed, you've already black-listed those homes from market.</p> <p>The section of Wasatch Blvd/Sr210 discussed is a mere 1-2 miles, to widen it serves no useful, nor logical purpose other than to force MORE cars into the area unnecessarily, shifting the bottle neck south. By your admission, you stated the road widening was not in respect to ski traffic, but to alleviate commuter traffic. Yet, because you have no jurisdiction over Wasatch south of the high-tee you have no ability to widen that section for the very reason you claim the 1-2 miles demands widening... so, you are alleviating nothing, your thinking process is illogical, and irrational. Factoid: Wider Roads and more lanes induce MORE cars and congestion. You cannot encourage and expect increased alternative transportation use when you open up the road to invite more cars, it's contradictory, and rather illogical. Udot seem reluctant to utilize the \$66 mill to study the Highland bridge and widening option to appease local commuter traffic, without reasonable explanation to public. Unless, of course, your desired outcome in widening Wasatch is to appease investor interest, such as steering as many cars as possible into a future Ski Village commercial development, such as Neiderhauer's plans currently being floated for the redevelopment of the La Callie property, (sorry to repeat, just wanted to make it blatantly clear, public is aware of the intentions of these proposed solutions.)</p> <p>Choke in this. More lanes means more cars idling, rather than 1 lane of cars idling along the road during canyon closure days, there will be 2 to 3 LANES of vehicles spooling emissions waiting for canyons to open, or roads to clear. Where are the Environmental Air Quality impact studies and reports? UDOT has \$66 million to study and scope this project, yet not one single \$1.00USD was spent to set up A/Q Monitor stations along Wasatch over the last year, despite residents demanding it to do so, repeatedly. Air quality degradation presents a huge health concern, and you have failed to provide any tangible proof that widening Wasatch will not negatively impact Air quality. With that, I will request, again, UDOT to conduct a year-long study that includes peak winter season, and evaluate Air Quality based upon actual results, and do a comparative projection to the planned added lanes to Wasatch, perhaps using Bangeter Hwy on same given days. The other Environmental Impact Study you have casually FAILED to produce is that of NOISE POLLUTION. Please present public with a comprehensive Sound study for local area residents, on increased noise levels when you Widen Wasatch Blvd to 5 or 7 LANES. And, include the Sound Study for the current road design speed of 50 MPH(as it is today), and the desired design speed for the road at 35MPH as preferred by local area residents - spoiler alert - the difference will be staggering. Hardscape, i.e. concrete/asphalt, and massive areas of it only serve to amplify sound as do increased speeds on roads. Road Noise dissipates almost 40-50%, when dropping from 50MPH to 30MPH. Take time to look it up with your \$66 mill study money. Perhaps to get a real life perspective, take a tent and sleeping bag and camp out along Bangeter Hwy for a few days to conduct a sound study.</p> <p>What you are proposing with widening of Wasatch Blvd/SR210 for the small residential area in Cottonwood Heights, is nothing more than a road of Bangeter Hwy proportion, scale, and speed. It is inappropriate, and serves no purposeful function other than to shove a bottleneck a few miles south. If widening the road was such a logical solution then why does your solution not propose to widen Wasatch/SR210 all the up to the mouth of LCC 7 LANES, and why stop there, why not widen the canyon road to 5 lanes right on up to Snowbirds parking lot? The illogical approach UDOT has taken to this project just validates that UDOT is only seeking to secure large scale funding for its agency into future, and position itself to enable private interest projects, at expense of TAX PAYERS.</p> <p>NO TO OVERHEAD BRIDGES: You're vision of Wasatch/SR210 is that of Bangeter, if you measure success by how many cubic feet of concrete you can pour through an area... then well, you have succeeded. Widening Wasatch/SR210 severs community and neighborhoods, and cuts-off east bench residents from its city. Bridges only serve to band-aid poorly planned solutions. Overhead bridge aesthetics = fail, they will be littered with plastic cups and political signs.</p> <p>Walk-ability and Bike-ability are completely missing from your solutions. Your solution forces cyclists to co-mingle with buses in a 50 MPH unprotected lane. You clearly spent effort determining costs for purchasing the houses necessary to mow down for road widening, road, and gondola costs, and frankly UDOT you seem myopically focused on the gondola, speed, and road capacity.</p> <p>FULL COMMENT AVAILABLE ON PAGE XXX</p>	Kim Simons	Website/Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>I include these these comments by the Wasatch Backcountry alliance and am in agreement with them.</p> <p>Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210.</p> <p>WBA firmly believes that before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. WBA strongly encourages UDOT to work with other stakeholders, including the US Forest Service and Salt Lake County, to undertake a carrying capacity analysis and to make that part of the current EIS.</p> <p>With regards to the two options that use more buses (extended bus service and widening of the LCC road to accommodate yet-more buses), WBA continues to support the same concept that we stated in our May 2018 Scope and Need comment: "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." At this point in time, we do not think that Highway 210 should be widened to accommodate more vehicles, but that having dedicated times for buses and cars with 4 people (ie. 7-9am and 3-5pm) should be more thoroughly explored.</p> <p>The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:</p> <p>The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than drive their car to a mobility hub to catch the bus. When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus. There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter). We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. Given that the least-expensive option will come at a cost of ~\$100 for every single Utahn, this is relevant). There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS.</p> <p>There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use.</p> <p>There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling.</p> <p>The EIS provides no rationale for UDOT's winnowing of 35 different options to these three. Based on our review of the EIS, the focus of the document and the tone of the online meetings on June 23-24, despite there being three alternatives in the EIS, it seems that the gondola option is being pushed as the preferred option. While we recognize that there may be potential benefits of a gondola operation, there are important components of it that we take issue with:</p> <p>Volume – the gondola as proposed will only carry about 1/3 of those people heading up LCC. This means that 2/3 will still be on the LCC road, so how does installing a gondola at cost of ~\$400M make any sense if it will not help alleviate the traffic issue currently plaguing LCC and the surrounding Sandy and Cottonwood Heights communities?</p> <p>Summer use - We understand that an important need of the EIS is to address the peak use times during the winter. However, traffic (and parking) in LCC is an issue year-round, and traffic-related issues are not limited to peak/storm periods. Summertime traffic as it relates to bicyclists needs to be addressed, particularly in the early fall when Snowbird's two-month long "Oktoberfest" is in full swing, given that event has a large focus on drinking alcohol at the top of a steep windy canyon.</p> <p>Schedule – Backcountry enthusiasts, employees, and contractors travel the canyon at all hours. Scheduling gondola availability for only the peak skiing hours transforms it from a transportation solution to a taxpayer-paid ski lift that benefits two private companies that operate largely on public land.</p> <p>Fees – there was no mention of the potential costs to riders. If fees are prohibitive, the system won't be utilized. Given the vast majority of people riding a gondola will be going to the ski areas, will the ski areas supplement/offset the cost of the gondola as they currently do with the bus?</p> <p>Roadway use – will vehicles driving up the canyon be tolled? The state legislature allocated a lot of taxpayer dollars towards the concept of tolling, and creating financial disincentives to drive up the canyon and use the gondola (or any transit system) is imperative. This could also include paid parking in all of upper LCC (ie. starting at Snowbird Entry 1).</p> <p>While fees and schedules could easily be considered TBD details and perhaps that is why they were not included, the gondola's schedule and fees are essential components to its success.</p> <p>Highway 210 improvements – there was no mention of improvements to Hwy 210 in addition to the gondola. For service vehicles, delivery trucks, residents, emergency vehicles, and those who don't use the gondola, the threats that the canyon represents will still exist. For example, if the gondola is chosen, will any improvements be made to Hwy 210, ie. snowsheds?</p> <p>UTA buses – there was no mention of bus service; again, perhaps a TBD detail, but given the continued growth in use, there is no doubt that bus service will be an important component as well even if the gondola is chosen given that a majority of people will still be traveling up LCC on the road.</p> <p>Convenience of travel – the three-step process for getting up the canyon using the gondola (drive your car to one of two intermodal hubs, put on your ski gear (plus potentially help your kids with their gear) to get on a bus, get off the bus to get on the gondola, and finally get off the gondola to ski, knowing in the back of your mind that you will have to reverse this process in a matter of hours) will create awkwardness at best and a strong disincentive to many at worst. There needs to be a better way to get people from where they live to the gondola terminal, including a regional transit system from across the SL Valley and potentially additional parking at the gondola itself. It's important for UDOT to understand that skiers and other mountain-lovers have a typically-irrational perspective on time/efficiency of access; "Powder Fever" is a real thing, and the prospect of using three modes of transit, taking at least 90 minutes, just to get to the ski area will be a strong disincentive for many.</p> <p>Parking/traffic – a bottom terminal at the mouth of LCC will create the same traffic and congestion issues that prompted the closure of the existing parking lot to UTA bus service. When coupled with buses trying to deliver people to the gondola and vehicles traveling up the canyon, could adding the gondola actually have a negative impact on travel?</p> <p>Timing – there was no discussion of the potential timing of gondola implementation beyond a general goal of the 2050 plan. The problem is acute now and will only intensify over the next few years. The relative lengths of design/development/construction associated with the gondola vs the other options is important and should be part of an open and transparent process.</p> <p>Tourism – the concept of increased tourism value was discussed in the EIS; however, this was not identified in the Purpose and Need. The very thought that the gondola would be marketed as a tourist attraction seems contrary to the purpose of a gondola as it will put more pressure on its capacity, thereby leading to more traffic and congestion issues in the canyon. Additionally, this kind of marketing push flies in the face of the identified Purpose and Need in the EIS (which we think misses the mark as it does not consider the aforementioned need to do a capacity analysis).</p> <p>In addition to the above comments, WBA firmly believes than any transportation solutions being considered must take a much wider view than the current EIS. The fact that Big Cottonwood Canyon is not being considered is a mistake given that what happens in one canyon will have a direct impact on use in the other. It also seems that other key stakeholders, including UTA, have not been consulted as part of the EIS, which would seem to pose immediate issues and risks with implementing any solution.</p> <p>Wasatch Backcountry Alliance has formally been a part of the Mountain Accord and Central Wasatch Commission since the beginning of the former's process, and its board and members have been engaged in the community for decades prior to that. We understand the acute need and challenges associated with this process, and hope that our comments will be taken into due consideration to best help craft and create a solution that fits the current and future needs of the Salt Lake Valley residents and those people visiting the area who wish to explore and enjoy the beauty and majesty of the Central Wasatch.</p>		
6458		Eric Hobday	Website
6459	<p>Little Cottonwood Canyon Comment - Please use this version. Thanks.</p>	Dave Brough	Email
6460	<p>I support the addition of more buses to Little Cottonwood Canyon. This would reduce carbon emissions and smog related to vehicle traffic, especially during winter months, and avoid the environmental and aesthetic consequences of putting in a gondola. Additionally, traffic, especially during heavy traffic periods like powder days during the winter, can be both harmful to the visitor experience in the canyon, the environmental stability of the canyon, and the ability of the area to attract tourists and the important revenue stream that comes with them.</p>	Gabriel Ransom	
6461	<p>Dear UDOT and Little Cottonwood Canyon EIS,</p> <p>My name is Paul, I'm a Utah native and resident of Salt Lake City. I'm a frequent visitor of both Big and Little Cottonwood Canyon, especially in winter, as I'm an avid backcountry skier. Although a reduction in traffic is my main concern, I am also concerned about access to various trailheads used by the backcountry ski community. This is why I strongly support the enhanced bus system with NO widening of SR210. This is both the least expensive option, and most likely to reduce traffic. Because these projects will be paid for with tax dollars, yet primarily benefit the private corporations of Alta ski area and Snowbird, taxpayer cost is an especially important issue. I am also a father who teaching his kids to ski, so I have long term interests in keeping the ski-experience of the Wasatch intact. I strongly disagree with the gondola proposal because it is the most expensive option, it is impractical consider one must bus to the gondola loading station, and Gondola Works is a for profit coalition making the whole proposal pretty dubious.</p> <p>Thank you Paul Nicholson</p>	Paul Nicholson	Website
6462	<p>I am in favor of the "enhanced bussing only" option. It is important that we preserve the natural beauty of our canyon as much as we can!</p>	Lucas Butterfield	Website
6463	<p>More roads mean we need more parking up the canyon which means more development. The canyons are suppose to be our refuge not another city fun park. We are simply growing to big. At some point we will have to limit folks into the canyons just like we do in restaurants. We should focus on more trails to get folks dispersed into the back country. Then provide bussing to get them there.</p>	Rebecca Kohler	Website
6464	<p>I feel that dispersed recreation is going to be inherently impacted by any of these three proposed solutions. I know from experiencing it for myself and meeting the people drawn to LCC and BCC for the recreation that people come from all over the world for the climbing, hiking, and backcountry skiing. I ask then that we reconsider alternative options. Why not look at increasing incentive and accessibility for public transportation options that are already in place.</p>	Sam Untersee	Website
6465	<p>I support the Enhanced Bus Alternative without road widening because I believe it is the most beneficial way to improve transport through the canyon, while causing the least amount of damage to the canyon itself, as well as the surrounding nature. Widening roads has long term effects with as destruction of habitats and similar. Additionally, many climbing areas that are well loved will be destroyed as a result of widening the road. As a par taker in such activities, I believe that it is crucial to preserve the landscape that provides opportunities for outdoor recreation, such as these climbing spots.</p>	Aspen Dalby	Website
6466	<p>My name is Synneva Hagen-Lillevik and I support the enhanced bus service without road widening option. The reason for this is that I am a backcountry skier and this option allows the best access to various trailheads. Additionally I think the gondola proposal seems expensive and not that effective. I don't think people will use it, and if you can drive up there anyways, no one will want to stand in line. It seems like putting the resources towards something more effective would be better such as a bus system. Thank you for your consideration.</p> <p>The latest version of the contrived mountain "accord" at least eliminates the train alternative, I suppose that's some progress.</p>	Synneva Hagen-Lillevik	Website
6467	<p>Big expensive projects to benefit private companies for the limited number of skiers in the community together with the severe environmental impact of carving into the mountains and foothills gondola eyesores in constant vision and their footings also cut into the landscape is not a good idea. Only really benefits skiers. What about hikers and other canyon users? They'll still drive.</p> <p>I'm for expanding bus service as the need develops. With parking and bus hubs in existing commercial areas. Purchase the shopko and turn it into a parking and bus hub rather than carving into the mountains with a 2,500 garage which will negatively impact the landscapes and neighborhoods.</p> <p>Finally, all of this for the 20 or so days during the winter when there are pow days on the weekends and avalanche control is necessary. Skiers get it and deal with it and so do the neighborhoods. You are overhyping the problem to get your grand project. I do not like how you've pitched this and put bias into the process and analysis.</p>	Darryl Neider	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	Hello		
6468	As an avid skier and environmentalist there are many factors at play with this issue. However, when we boil it down, the true value of the wasatch is its rugged natural beauty, which cannot be re-created, and thus it must be preserved. This includes ecosystem services including but definitely not limited to drinking water. Debitlating congestion occurs so infrequently that major changes that further developmental impact in little cottonwood canyon are not justifiable. Minimizing issues caused by traffic congestion requires a holistic approach to streamlining public transportation from the heart of the salt lake valley up to ski resorts. Enhanced bus service, paired with upgrades to transit options to reach transportation hubs at the base of the canyon is crucial. Widening roads in the canyon or adding gondolas are expensive options with little long term economic gain in proportion to environmental degradation. Enhanced bus service, with higher costs of operations, on the other hand, mean jobs have been created. This is another example of how expanded bus service can benefit the greater salt lake valley. UTA - for a problem that affects only those few of us who can afford it, please choose an equitable solution that benefits our greater community more than the vested interests up above the smog.	William Chandler	Website
	Thank you		
6469	I am commenting in support of a serious interim plan while better solutions are investigated. As currently designed, none of these plans are will fully address the problem at hand. The gondola as proposed will not carry nearly enough people, I have heard no mention of pricing ideas, and I am concerned about the ability of transportation from only 2 transportation hubs to the base of the gondola to go smoothly and quickly enough to incentivize ridership. I would like to see this study go back to basics and come up with some solutions that will actually solve the problem. Enhanced busses and the gondola alike are useless without significant increases in parking at all of the park and rides near the base of the canyon. The gondola needs to either run with enough hours to service employees and canyon residents or there needs to be a complimentary plan to help serve the needs of those members of the community. Will it run in the summer as well to decrease traffic on the road and make it safer for cyclists? How about stops at a few major trailheads for skiing and hiking (perhaps the angle station as it is currently designed). Is that a possibility with the type of gondola considered? On top of that, the gondola needs to promise to offer a significant decrease in both time spent traveling and money spent doing so in order for it to be helpful. Why is there no concurrent plan to institute tolling it both canyons that is scaled by the number of occupants (free for 3 or 4+)? Will the gondola be free for pass holders as it is currently for the bus? These plans leave me with more questions than answers and do not address all of the goals of the project. I would love to be in favor of a big fix like the gondola, but I just don't think the solutions we have in front of us are sufficient and complete. LCC needs a serious plan for the interim before we can proceed to futuristic goal projects unless a gondola can be built overnight. This means enhanced busses, much much more parking at park and rides, better designed busses to accommodate people with all their ski gear for extended periods of time, as well as tolling until more research can be done. Thank you for the work that has already been done on this topic and I am looking forward to progress in the future	Heather Witzel Lakin	Website
6470	I support the gondola & LaCaille base station plan	Mary Ellen Segodnia	Website
6471	I strongly support the gondola option and suggest that the option be modified to reach the Caille lands with parking garage to alleviate the bus segments.	Paul Matthews	Email
	Paul Mathews		
	I have been riding the UTA bus to/from Alta for the past 8 ski seasons. I have also bicycled on the canyon road – thousands of times – over the past 35+ years. After reviewing the alternatives, I favor the enhanced bus service WITH road widening. I base this preference primarily on 3 factors: 1) The gondola solution only delivers passengers to/from the ski resorts, and ignores dispersed users. In addition, the gondola will require passengers to transfer too many times: car to bus, bus to gondola, then whatever is necessary at the resorts. If hauling a full complement of gear (think families), this will be a mess. I base this on how poorly most people/families deal with getting their gear on/off the UTA buses now (watch your kneecaps!). It also seems to me that the gondola service is not scalable, i.e., you can't add more cabins if needed, and you can't make the cable go faster. And what about the majority of the 365-day year when the gondola will see very little or zero use? This seems like a waste. 2) Skier traffic is "bursty" in nature. This is pretty obvious. There are large numbers of people trying to get up the canyon in the mornings, especially on powder days and on weekends, and likewise (although somewhat more dispersed in time) coming down at the end of the day. It doesn't make sense to me that a mass transit solution would not inherently try to match this bursty pattern. The gondola does not do it. Buses can, although the practicalities of scheduling buses and drivers on a dynamic basis is a challenge. Weather forecasts (good for a few days in advance) and the calendar (upcoming weekends, holidays) could be used to schedule the extra service. The present static bus schedule provides adequate service on the vast majority of days, but is hopelessly out of step with demand on powder days and many weekends. My best friend on those days is the UTA Transit Tracker app. I can see how bottled-up the buses are, below and in the canyon, and know whether or not it is worth walking down to the bus stop. If all the buses are tied up on the road, I sit back, drink coffee, read the newspaper and wait for the mess to clear. 3) The road is not going away, no matter what. I have been skiing and bicycling in the canyon for 38 years. Other than slight reconfigurations of the road – adding some passing lanes, making the shoulder wider on the uphill side to accommodate bikes in the warm months (that would be me, 200 days/year) and such, I've not seen much change in the road over the years. What I have seen, though, is an enormous increase in traffic on the road. This is more than just ski traffic. Summers have become increasingly dangerous to bicyclists, especially over the past 10-15 years. Pedestrians are unpredictable and clueless to 40+ mph traffic at Lisa Falls; cars are parked along the road and present hazards near the Gate Buttress, Lisa Falls, White Pine, Snowbird, and a few other places. With this already happening, and the local population trending upward, I believe that the road widening could provide a safer experience for bicyclists in the summer along with the means to give buses an advantage in the winter.	Robert Wright	Website
	I will honestly be shocked to see any of the alternatives implemented in my lifetime (I am 66 now). We have been studying the canyon transportation issue and writing reports for decades without anything of significance to show for it thus far.		
6473	I am worried that if a Gondola is implemented in little cottonwood canyon it will create a "mountain town attraction" and exponentially increase the amount of visitors LCC receives. I also am worried about the structural impact a Gondola would have on the flora and fauna throughout little cottonwood canyon as well as the impact it would have on many of the climbing crags located near the mouth of the canyon and along the canyon road. I believe a better busing system is the best option.	Baylee Vogler	Website
6474	These options fund private businesses without helping the public recreate. Public funding should include more parking lots for other activities, trail head improvements, and more trails through the canyon. Making it easier for skiers to get to a private mtn should be funded by snowbird and alta.	Andy Librande	Website
	Ladies and Gentlemen:		
6475	Please find attached my comment letter on the Little Cottonwood Canyon Environmental Impact Statement (EIS) dated June 8, 2020. I would be happy to discuss these comments with you if they are of interest. Sincerely, Frode Jensen	Frode Jensen	Email
	I live right on Wasatch boulevard on 8852 Alpen Way. I use the Little cottonwood road every weekend in the winter and several times a month the rest of the year.		
	Road widening on Lower part of Wasatch Blvd: I think the Imbalanced Lane Alternative would work; the extra down lanes really are not needed that high up for the amount of traffic after skiing. This proposal would help with some of the bottle necks that occur doing regular evening commuting that occurs between the fires station light and Bengal Blvd.		
	Peak Period Shoulder Lane Alternative: The shoulder lane may help with bus being able to move when the traffic is slow, however I feel that people in cars would just take up the lanes anyway despite the rules/laws. What really slows the traffic down are the har 90 degree turns with a hill. People slow down about 10-15 mph below the average speed for the condition which causes a re-spacing issue and traffic. I would like to see road straightening with avalanche sheds for these sections. By the time you get to a mile before snowbird the traffic always is moving fast. Therefore the real bottle necks are the light turns: so just straighten them out a lot. Second, we need passing lanes. People sometimes drive 10-20 mph below the speed limit or safe speeds for the conditions. Although these people should take the bus or rent/buy a car with snow tires, that is unlikely. So, we still need some passing lanes if the shoulder lane alternative goes into effect, as people will likely use the shoulder to pass or be past. Does not need to be the whole way up or down, likely just a few passing sections are needed.		
	Snow sheds: I always thought in principle these would be good for this particular canyon. However, they need to be strong enough to hold snow as the road is where the snow stops, hence the digging out every time, and long closures. I'm not sure these structures are that or can be that strong. Maybe, moving the road up the hillside as part of the road straightening would do the trick. As one of the bottle neck turns is right before a proposed snow shed.		
	Gondola: As the gondola proposal stans in this proposal it makes zero sense. I would not ride it even though I live close, except for a powder day, then maybe. First the 1,000 person an hour capacity is very low and would cause the development of long lines. Likely, need it to be 5,000 people per hour. It only takes me about 15 minutes to drive up the canyon on a clear day, so I get an extra 2-3 runs for my time or extra work done, so a 60 minute transit time makes no sense and therefore I and many others would not use it. Second, I can't park at the gondola, if I'm already on a bus I would rather just stay on the bus and get ride to the mountain at that point. However, the La Caille Base Station option makes more sense, as it has parking and a larger person per hour capacity. It is also slightly lower in the Canyon and would allow for easier driving access from Wasatch Blvd and Little Cottonwood Canyon Blvd. It would also be in walking distance from many of the local residence, which would further reduce car traffic dramatically and also take advantage of lots of street parking, which is also under utilized. Additionally, re-zoning could open up places for hotels that are in walking distance of the gondola, which could increase revenue for the town. Also, there would be much less traffic as people would just drive a park, and don't have to drive through a bottle neck road or wait for avalanche gates to open. I do like the idea of a gondola and have proposed it in conversation often. Many valleys in the Alps use them with great success and Sunshine Village in Canada has one that also works wonderfully. If the gondola is done wrong, well... you (all in the planning team) will likely lose your job, people will be incredibly upset in Utah. I say this not to be mean, rude or angry, but just realistic. Simply, it has to be done absolutely perfectly for it to be a success. I do think there are outlines of ideas and current technology available to have it done perfectly. I think the 3S-TFD or Funtel Doppelmayr is the technology to pull it off, but you will need to push that technology both are designed for this application and I have ridden both. The 3S is faster and higher capacity, the Funtel is slightly slower and less capacity but has a wide gage set of cables so it is very stable in high winds, for a low canyon application the 3S is likely the best option. The LLC Gondola must be is fast, high capacity and have lots of parking, with easy driving access, those are the corner stones that cannot be compromised on.	Jay Hyden	Website
	Boring Tunnel Option: This should be explored, it has promise in principle and has many benefits in how it could preserve the canyons and water shed.		
	Enhanced Busing Option: This seems like first and best option, although it would not solve the powder day problems (10 days a year).		
	Ski trail down to the gondola: One of the easiest ways to remove cars in the winter, is just to have a small ski down road that is groomed several nights a week. This would be hugely popular with both resort and back country skiers and would also be a great bike ride in the summer. I have skied these in Europe/Canada, and they work great.		
	Family will still drive: All families with small kids will likely still drive, the thought of an infant or toddler on a long gondola ride and the gear you need to have a fun day in the mountains with a toddler is hard to carry. Although a small group of canyon users, families with kids, 8 and under, will likely prefer driving no matter the options.		

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6477	<p>Why are trains not being considered as an option? It would be ideal to catch a train from the airport and take it directly to the ski resort. As an avid skier, one of the biggest motivating factors to driving up the canyon is to avoid taking a crowded bus home at the end of the day. Trains offer more room, could take more passengers per trip, and would avoid the overcrowding issue that busses bring. A solution involving a train also would be a long term solution instead of a bandaia fix that would be an ideal from the get go.</p> <p>Another benefit of installing a train system is the marketability of it. We would not only have "the best snow on earth", we would also have the most accessible snow on earth. Quite often when I am comparing places to go on vacation i will pick a place where it is convenient to move around. Not having to deal with a rental car would be a huge selling point to people coming in from out of state. I would find it very appealing to be able to fly in, and seamlessly travel from the airport to the ski resorts. Having to take a transfer and walk a few blocks, or even across a busy street to catch a different mode of transpiration in a area in which i am unfamiliar is not ideal. having to do so increases the risk that i miss my buss, and become frustrated. I'm on vacation, and I don't want to deal with frustrating situations. When I'm on vacation I want everything to go as seamlessly, and stress free as possible. A buss does not solve that need, where as a train offers the seamless convenience that would make it worth using.</p> <p>Lets build our infrastructure in ways that immediately benefit the community, and allow us to better serve our growing needs as Utah grows. We already have busses as an option to get up the canyons. As evident by the overcrowded parking lots, not enough people want to take a bus. Lets invest in a system that gets the job done the right way.</p>	bruce johnson	Website
6478	<p>I support enhanced bus service and not additional lanes or gondola.</p> <p>Comments on the Little Cottonwood Canyon EIS</p> <p>The Little Cottonwood Canyon EIS sadly seems to be all about moving people to the ski resorts in winter. While this is of course an important consideration, there are many other canyon users that are considered after skiers in cars or buses or gondolas.</p> <p>From the perspective of a cyclist, we like the alternative of adding a lane to the Little Cottonwood road for buses. But, there are many challenges. Cyclists do ride the canyon road in the winter and spring (not typically on snowy days), and to close the option to cycle is not good. But we would rather you kept the road the same width and just worked a bit to add shoulder space for uphill cyclists.</p> <p>From the perspective of an environmentalist, limiting traffic and not expanding the road is important too. Sadly, UDOT has used an outdated Level of Service concept to evaluate alternatives rather than vehicle miles traveled.</p> <p>As for the Gondola alternative, please don't do this. This is nothing more than a ski area giveaway. It would be a huge eyesore in the canyon, and it has no place in one of the most beautiful places in the west. I'm puzzled as to why this was given serious consideration.</p> <p>In the push to remove road side parking, while there are certainly some good consequences for this, please don't allow this to become a windfall for the ski areas to charge for parking. Many people come up in the winter and spring to backcountry ski, hike, or just play in the snow that do not need to be subjected to ski area lots.</p> <p>As for the summer, unless there is a solid public (not private) transit alternative, that is reasonably priced, runs early and late, and often, removing parking along the road restricts hikers and bikers. To reduce conflict with cyclists and motorists, please consider reducing the speed limit (it used to be 30 mph long ago), and at least widening the road enough for bike lanes going up. Or, dedicate a lane of the 3 lane section from Tanner's Flat to Entry 1 as bikes only in the summer.</p>	Hannah Pugh	Website
6479	<p>Snow sheds: We don't need these. If the road closes a couple of days a year for a few hours, that's ok. Please don't add eyesores to the canyon.</p> <p>Wasatch Blvd: Regarding Wasatch Blvd, expanding the road to 5 lanes is a poor alternative and doesn't mesh with Cottonwood Heights community desires. It will become an even worse barrier between east and west.</p> <p>As a cyclist, I fear that this will turn Wasatch into an incredibly unsafe roadway, more unsafe than it already is. There are no plans as far as I can tell to have narrower travel lanes and slower speeds. This is imperative, no matter which plan is chose.</p> <p>Why doesn't UDOT consider reducing VMT here, rather than chasing an outdated LOS standard. If you expand the road, there will just be more traffic, and you will waste taxpayer money anyway.</p> <p>Wasatch should have a design speed of 35 mph, not 50 for a safer Cottonwood Heights.</p> <p>Overall: Overall, the alternatives in this EIS are awful. Please go back to the drawing board. Remove the gondola, and put more emphasis on transit. Make sure to include other canyon users in all seasons, don't just focus on skiers in winter.</p> <p>Sincerely, Dave Iltis Salt Lake City, UT</p>	Dave Iltis	Website
6480	I support enhanced bus service and not additional lanes or gondola.	Samuel Pugh	Website
6481	I would hope the gondola would have the least impact on the environment in the long run, and hopefully discourage car use more than busses would. Also help reduce skiers stuck in canyon during avalanche road closure	Greg Barltrop	Website
6482	enhanced bus service in a separate lane	Nicole Bennett	Website
6483	I would like to see expanded bus service in a separate lane which could be used by cyclist in the summer. I believe it's imperative to make driving cars more of a hassle than the busses to encourage transit use	Lindsay Keegan	Website
6484	Please consider that trains would be a viable option to serve the cottonwoods.	Julianna Braley	Website
6485	Please do not expand the road as this is already impacted. Destructing land is not an option - have more bus options period. Do not expand the road, damaging the land and also taking away some boulders that climbers use	Michaela Cloud	Website
6486	<p>Dear Mr. Braceras -</p> <p>Thank you for the opportunity for me to provide input on the June 8, 2020, UDOT Draft Alternatives Development and Screening Report. As you know, I have been working closely with the Granite Community Council Transportation Committee to provide input into the UDOT LCC EIS process along with the other participating and cooperating agencies. I have read the above report that details three alternatives selected by UDOT to move forward for full analysis in the Draft EIS. As you know, NEPA requires that the lead agency analyze all reasonable alternatives that meet the stated purpose and need of the project along with "No Action". Because of this requirement, I believe the June 8, 2020 Draft Alternatives Development and Screening Report to be fundamentally deficient as follows:</p> <p>No Action - The document does not identify the alternative of No Action (or current management) which is required by NEPA. The public must know what road and transit improvements would still likely occur if the EIS did not occur. UDOT has wide latitude to construct small additions under the umbrella of maintenance as a categorical exclusion or FONSI (Finding Of No Significant Impact). UDOT has already slightly extended (4-6') the road surface along the entire length of SR-210. It has also paved certain pull-outs. Other improvements would likely occur without this EIS. Furthermore, bus service has been enhanced in recent years; so it appears that no EIS is necessary for increased bus service. It could be enhanced further without major parking lot construction by utilizing other transit hubs in the Salt Lake valley.</p> <p>Other Reasonable alternatives – The document fails to identify all reasonable alternatives that meet the purpose and need, as required by NEPA. The Purpose and Need for this EIS was to 1) Improve reliability and safety in 2050, and 2) Improve mobility in 2050. UDOT has suggested three alternatives that fit this bill. As we know, there are several other reasonable alternatives presently not identified by UDOT, that would fit under these requirements.</p> <p>Surface gondola from LaCaille Center and Villages – This proposal from CW Management Corp suggests that the valley terminus of the surface gondola proposed by UDOT occurs at the LaCaille Center and Villages. Parking would be constructed at this location to provide for skier access. Along with parking provided at LaCaille, additional parking would be constructed at the gravel pit and possibly at 92nd south/Highland. The proposal is for UDOT to secure public funds to construct the gondola and parking lots. Enhanced bus service would provide access to the gondola terminal from the remote parking facilities. This proposal would keep 2,500 cars out of Little Cottonwood Canyon but congestion would still occur at the base along Wasatch Blvd. This gondola proposal would exclusively serve two ski resorts, Snowbird and Alta. The major benefit of this proposal is that it would eliminate the need to make major improvements to SR-210 that would necessitate blasting and building the third lane as proposed by WFRC (Wasatch Front Regional Council) in its RTP (Regional Transportation Plan).</p> <p>Surface gondola from Summit County – This proposal would construct a gondola transportation system traversing south from Summit County and over the mountains connecting six of the ski resorts at the head of the Cottonwoods. It would stop at Snowbird or it could extend down canyon only to the canyon base. A high capacity parking garage (2,500) similar to the one currently proposed at the gravel pit at the mouth of Big Cottonwood Canyon, would be built near Kimball Junction (just off I-80) perhaps located near Olympic Park. Skiers near downtown and around Salt Lake City would be encouraged to drive or take an express bus east on I-80 to park and access the gondola and ride that to the Cottonwood Canyon's resorts. This would potentially eliminate entirely 2,500+ cars from the mouth of Big and Little Cottonwood Canyons. In addition, this gondola would eliminate the cars driven by skiers to the Cottonwood Canyon resorts from Park City. This proposal was advanced by Salt Lake County in its Mountain Transportation Study back in November 2012. It was also a citizen proposal brought forward as early as 2012. It fulfills the direction of the Utah State Legislature through SCR-10. It also provides critical and lifesaving secondary emergency egress from both Cottonwood canyons.</p> <p>Train system from Summit County - This proposal would construct a tunnel through the mountains between Summit County and Big and Little Cottonwood canyons. This is the Mountain Accord "Proposed Central Wasatch Blueprint. It was endorsed by 20+ Mountain Accord stakeholders, including Salt Lake County, back in 2015. If a high capacity parking facility were provided for the train as is suggested for the surface gondola, it could take a substantial number of cars off the highway at the base of the Cottonwood canyons.</p> <p>Parsons Brinkerhoff proposal – This proposal was made via the transportation study financed by Mountain Accord. This proposal would construct the surface gondola from Summit County connecting the ski resorts from the top of the Cottonwoods. It would not construct high capacity parking in Summit County to attract skiers from Salt Lake City who want to access the Cottonwoods. Instead, this proposal advocates enhanced bus service up existing Cottonwood canyon roads.</p> <p>Incomplete Purpose and Need and screening criteria – It appears the Purpose and Need and screening criteria used by UDOT to screen potential alternatives were never finalized before being used to assess potential alternatives. Without being finalized, the public has no way of knowing whether their comments were never read or were considered and rejected, or were used without being specified in the official document. It is clear that criteria were used in the alternatives screening, such as the 30% rule, that is not currently found in the most recently posted draft Purpose and Need and alternative screening criteria document. UDOT pledged early on to be completely transparent while leading this NEPA effort. One can easily see that developing screening criteria hidden from the public process is not fulfilling that pledge and makes the final EIS susceptible to challenge and further delay.</p> <p>Again, I appreciate the opportunity to provide feedback to UDOT on its June 8, 2020 Draft Alternatives Development and Screening Report for this critical phase of LCC EIS development. I believe the deficiencies presented above could potentially derail the UDOT EIS down the line if they are not adequately addressed now. I believe it is important for UDOT to produce a second draft of the alternatives report for public review to address these clear deficiencies. I look forward to working with UDOT and Salt Lake County and the other cooperating and participating agencies in this regard.</p> <p>Sincerely, Norm Henderson</p>	Norm Henderson	Email

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6487	Don't expand the road and impact the surrounding area. Please. The roads are not that busy as you believe they are and expanding the roads will only create more havoc on the delicate ecosystem	Marco Maramaon Cattani	Website
6488	I strongly back continued exploration of the gondola option. While the tower construction will impact the environment of the canyon floor in the short term, the benefits it will have in the long term of both offsetting vehicle emissions and making it easier for wildlife to cross the road will make it worth it. I have some reservations about what kind of visual impact the gondola would have as well, but I would want to see some renderings of the system before casting judgment. However, any of the three options is ultimately better than the status quo of over-reliance on private vehicles. I trust the subject matter experts to choose the option that is most convenient to skiers while also preserving and protecting as much of the fragile canyon environment as possible for future generations.	Andrew KatsorahirikK	Website
6489	I am in favor of the first option, an expanded bus system. I do not think substantial widening to the road has to take place along either Wasatch or LCC. Traffic is worst on the weekends between December-March, just a dozen or so days per year. It makes sense to expand bus service during these weekends and to perhaps even impose a winter weekend toll for private cars. That said, if option 1 is not possible, I would definitely favor option 3 (gondola) over option 2. Thank you.	Rachel Anders	Website
6490	<p>Thanks for your work facilitating public involvement and processing the many comments as they pertain to the betterment of the Draft LCC EIS Alternatives. As a climber, skier and canyon advocate, I appreciate the opportunity.</p> <p>After viewing preliminary engineering added to the public domain during the comment period, I am concerned that potential impacts to Section 4(f) properties in the lower canyon have not been appropriately represented during the screening process. Although, it is difficult to confirm as potentially impacted, 4(f) properties have not been specified or described beyond simple totals. Regardless of classification, lower LCC has a much-loved wealth of recreation resources to the north side of the highway that would be significantly changed and impacted by these alternatives.</p> <p>The Gate Buttress Property (Section 4(f)) is leased by the Salt Lake Climbers Alliance (SLCA) from the LDS Church. The associated parking lot and climbing locations has been frequented by rock climbers for over 50 years. Recently, significant funding has been invested formalizing the trail network from the gravel parking area to centralize access and reduce roadside parking. Parts of the down canyon connector trail and the popular 5 Mile bouldering area would be destroyed based on the PPSL alternative.</p> <p>Construction, maintenance, and rescue access to the gondola tower location just west of the parking lot would impact existing trails not to mention the visual resource impacts from the tower and cabins. Climbing is growing in popularity and the Gate Buttress parking lot is frequented by many other disperse recreation users. Without the roadside overflow parking, this lot should be optimized for capacity and connected by trail to the Grit Mill for overflow. It could be complimented by a small pullout on the opposite (south side) of the highway with limited parking and space for a transit/shuttle stop and drop offs. All formalized trailhead parking needs appropriate pedestrian crossings and space for stops that accommodate transit, shuttles, or ride-share/drop-offs.</p> <p>The Alpenbock Loop (Section 4(f)) is a new trail loop from either end of the LCC Park and Ride with a connector to the future Grit Mill parking and trailhead. This is a new Forest Service trail network, built and funded through a cooperative effort between the FS, Salt Lake County, State of Utah, the Access Fund, and the SLCA. Many popular climbing resources are accessed via the trail network and the property is part of the historic, Temple Quarry cultural site. The Secret Garden and Cabbage Patch bouldering areas would be partially destroyed, based on PPSL cut lines. In each area, the boulders closest to the existing highway exhibit the characteristic quarry marks from splitting the rock to build the Salt Lake Temple.</p> <p>Currently a gondola tower is sited directly over a section of the loop trail which would be further impacted from construction, maintenance, and rescue access. With the gondola base station currently planned for the middle of the Park and Ride, the future condition of this lot as needs to be represented as a trailhead, and variations in parking capacity accounted for, in each alternative.</p> <p>Additionally, the Park and Ride is the only lot plowed lot in the lower canyon below Lisa Falls. Disperse recreation occurs all year long. This year, fine spring conditions in the lower canyon clashed with low elevation snow pack, clogging the Gate Buttress and adjacent roadside parking. A limited and dangerous situation ensued with high speed ski traffic, overflowing parking, pedestrians and cyclists. The alternatives could use some explanation of how existing and future parking will be managed as it factors into to canyon mobility, reliability, safety, and parking capacity.</p> <p>Sincerely, Jonathan Knight</p>	Jonathan Knight	Website
6491	<p>No, to all 3 of Udor's ideas. Cottonwood Heights portion of Wasatch boulevard should not be considered as a high speed freeway. It needs to be treated as a street. All of the residents who live between the mouth of Big and Little Cottonwood Canyons who use Wasatch as access to their neighborhoods. DO NOT WANT A FREEWAY!! The current speed limit is not enforced nor followed. Everyday people past me going 65 -70 m.p.h. on Wasatch. This situation is 2 very clear issues.</p> <ol style="list-style-type: none"> 1. Skier traffic going to the canyons. And the road conditions due to weather. 2. Every day commuter traffic passing through to Sandy and Draper. <p>2 issues that share the same part of Wasatch that effect many Cottonwood Heights residents. I have lived in the King's Hill area for 38 yrs. I worked in Little Cottonwood Canyon for 36 yrs. I have seen it all. All the traffic, bad weather, avalanches, road closures and commuter traffic. As for the resorts caring about the residents dealing/coping with the skier traffic...They do not care. Nor have they be willing to think about they impact on the residents. As long as they patrons get to their lifts.</p> <p>I have attended national/ world sports events . Our situation with skier traffic is no different then many of the events that I have attended. Nor is it any different then what Zion's or Yosemite National Parks deal with in traffic. We do not need to reinvent the wheel! Just as the parks... The resorts can only accommodate a certain number of people every day. Just like a major event the majority of the people are all trying to get to one particular spot by a given time. All the people will wind up at the same spot however they come from many directions. To allow all these people to slam together trying to get to one particular spot always causes chaos. Very expensive very specific ski busses were designed and built to run in Big and Little cottonwood Canyon. And yet the most of the miles on those busses are accumulated because they are run all the way back down out of the canyons and back down to the hubs. Specific ski busses should stay in the canyons going up-and-down doing the work that they were built to do. The UTA ski bus safely record in the canyons is remarkable. It is much safer to be on a bus then in a private car. Run the busses every 10 minutes up the Canyon all day long and the same coming down. If you are going to Zion's or Yosemite, you ride the bus. There needs to be many centralized hubs where skiers can get out of their cars and get on a bus to take you to the mouth of the Canyon. These busses need to be strictly for ski traffic and goes quickly to the canyons. All downtown hotel guests along with residents of The Valley need to be able to have access to easy hubs that will allow them to board busses that take them quickly to the mouth of the canyons to board a ski bus. Do not allow the traffic to come to the canyons. You reduce the tremendous amount of traffic on all the arteries leading to the canyons. You would greatly reduce the amount of traffic on Wasatch boulevard during ski season. This is not rocket science. If you go to the US Open for example you don't drive any closer than 20 miles to the site. They have a developed a beautiful system of buses. All of the residents that live around the golf course are not stuck in their driveways ,stuck in traffic, are not allowed to go home due to traffic. The real issue of skier traffic is to get people out of their private cars and get them on mass transportation a long ways away from the canyons. This Valley is covered in asphalt parking lots that are underutilized. The tax revenue that is created from the resorts is a benefit to this entire state. Currently if a visitor is to try to go up either canyon by mass transportation it can take more than 2 and a 1/2 hours, one way. Skiers will not put up with this. If ski busses are run every 10 minutes and there are no other cars on the canyon road, buses can move efficiently. Usually when the avalanche danger is high at the resorts it is also high on the road. Mother nature at times will always cause a problem with avalanches. However the 8 mile snake as it is often referred to , due to backup of traffic in the canyons will not happen if people are on busses. The continual assault on the environment from all those cars will also stop.</p> <p>For the 2 and a 1/2 mile stretch of Wasatch boulevard that is caught in between Should not become a highway. For daily commuter traffic why is Highland drive not being finished? Why are we as Cottonwood Heights residents having to deal with the commuter traffic coming from Sandy and Draper? Why can this traffic not be also spread among the other arteries? Making this stretch of Wasatch 7 lanes IS NOT THE ANSWER! We will not be able to cross Wasatch. We will have neighbors killed on"</p> <p>Wasatch trying to get in-and-out of the neighborhoods. I don't believe that Udor understands the multiple use of our neighbors hoods and Wasatch. On any weekend day, The number of joggers and bicyclists using Wasatch is enormous. 7 lanes of traffic will stop people from enjoying the area. Speed kills...people, animals, neighborhoods, environment. The lack of planning for the south end of this valley 30 yrs.ago is being dumped on us. This is not good policy! Every since Trax's came on line...we lost UTA bus service. There is no way for residents who live above Highland Drive to use UTA . We had great service before Trax's. We rode to downtown, to the University of Utah, Sandy. To events, to school, shopping. UTA must reestablish bus lines for the east side. Service that allows for travel in all directions. Where are the buses?? We have the roads, the old bus stops and people willing to ride. Bring the buses back. Again, get people out of their cars. Do not pave more, widen more, tear down my neighbor's homes. Develop bus service for Sandy , Draper and Cottonwood Heights along the Wasatch corridor. First! Spread the traffic out...Finish Highland Drive.</p>	Russ Harmer	Website
6492	The gondola option does not appear to take into account the time delay from waiting in lines at the transit hub and the gondola base station. Also, a fire in the canyon that shuts down the highway would also shut down the gondola, so a route over the backside to the Kimball Junction area would provide better emergency egress. Putting the base station near Kimball Junction would provide ample room for hotels, parking, etc. to turn it into a hub for skiing the Cottonwood Canyons, and much skier traffic could be routed from Salt Lake to Kimball Junction via I-80. Finally, please consider a Loop tunnel system from Elon Musk's Boring Company, connecting Kimball Junction to the Cottonwood Canyons and transporting people through the mountain at 160 mph. This would make it much faster on busy days to reach Alta via I-80 than it would be to drive up Little Cottonwood.	Nelson Clayton	Website
6493	As an avid outdoors-enthusiast and as someone who lives directly at the base of Little Cottonwood Canyon, I urge the Utah Department of Transportation to support the enhanced bussing only option (rather than creating additional lanes or building a gondola). Not only will the other two options carve into the beautiful landscape of our canyon, but they will damage the natural habitat and our watershed (which I and countless others rely on). As a rock climber, I also oppose these two options. Many popular climbing/bouldering spots are right off the shoulder of the road. Carving an extra lane reduces accessibility to these areas and funnels climbers into a few specific spots, which both degrades climbers' experiences and overruns the area. Additionally, the gondola only serves the large ski resorts--the only proposed stops are at Alta and Snowbird--and yet all taxpayers are asked to contribute to its construction. This flaw with the gondola is inescapable, as adding other stops is both impractical and expensive and also would further damage the canyon. When thinking about how to solve the congestion issue, we need to think about preserving our amazing canyon for future generations rather than maximizing profit for ski resorts today. I advocate for enhanced bussing and tolls on days where there is likely to be significant traffic congestion. While some argue that tolls are inequitable, this specific combination of more bussing and tolls should actually increase accessibility. Increased bussing helps people get up the canyon even if they don't have a car (especially if mobility hubs were served by better bus access throughout the valley). Additionally, tolls incentivize public transportation (which is good for the climate and our notorious air conditions). Skiing is also generally a fairly wealthy sport; Tolls on heavy ski-traffic days will therefore likely fall on wealthier people in any event. All of these reasons aside, doesn't it make more sense to first start with an option that doesn't create permanent damage? If we build a gondola or carve an extra lane, those changes to the canyon will remain forever. Even if we aren't sure enhanced bussing will be enough, we should try it first! I believe enhanced bussing will increase accessibility while preserving our beautiful canyon for generations to come, and I strongly support this option!	Emma Sun	Website
6494	Please go with the enhanced buses without widening the road at all. Doing this would put access to climbing areas within the canyon at stake. The other options seem like they only benefit Snowbird and Alta, and they don't take into account the other outdoor activities within Little Cottonwood Canyon.	Cole Schmidt	Website
6495	As a regular skier of LLC, my strong preference would be a gondola. Long term solution that works very well in many other countries.	Justine Macneil	Website
6496	I support enhanced buses to start, to be followed by roadway widening. Also change for parking for cars with less than 3 people. This would reduce the number of cars heading up the canyon.	Pamela Stegerwald	Website
6497	As an avid outdoors-enthusiast and as someone who lives directly at the base of Little Cottonwood Canyon, I urge the Utah Department of Transportation to support the enhanced bussing only option (rather than creating additional lanes or building a gondola). Not only will the other two options carve into the beautiful landscape of our canyon, but they will damage the natural habitat and our watershed (which I and countless others rely on). As a rock climber, I also oppose these two options. Many popular climbing/bouldering spots are right off the shoulder of the road. Carving an extra lane reduces accessibility to these areas and funnels climbers into a few specific spots, which both degrades climbers' experiences and overruns the area. Additionally, the gondola only serves the large ski resorts--the only proposed stops are at Alta and Snowbird--and yet all taxpayers are asked to contribute to its construction. This flaw with the gondola is inescapable, as adding other stops is both impractical and expensive and also would further damage the canyon. When thinking about how to solve the congestion issue, we need to think about preserving our amazing canyon for future generations rather than maximizing profit for ski resorts today. I advocate for enhanced bussing and tolls on days where there is likely to be significant traffic congestion. While some argue that tolls are inequitable, this specific combination of more bussing and tolls should actually increase accessibility. Increased bussing helps people get up the canyon even if they don't have a car (especially if mobility hubs were served by better bus access throughout the valley). Additionally, tolls incentivize public transportation (which is good for the climate and our notorious air conditions). Skiing is also generally a fairly wealthy sport; Tolls on heavy ski-traffic days will therefore likely fall on wealthier people in any event. All of these reasons aside, doesn't it make more sense to first start with an option that doesn't create permanent damage? If we build a gondola or carve an extra lane, those changes to the canyon will remain forever. Even if we aren't sure enhanced bussing will be enough, we should try it first! I believe enhanced bussing will increase accessibility while preserving our beautiful canyon for generations to come, and I strongly support this option!	Emma Sun	Website
6498	i would like to see increased funding for buses	Matt Bigelow	Website
6499	Option 1 for now. Train would be better. Everyone who drives should pay and buses should be free. Tram kills the most beautiful view of the canyon. Looking down the U shaped canyon is breathtaking. Trains are expensive But it's a long term play. Need more space add more cars, can run year round. Very little need to maintain roads in the winter. Trains can be shielded or underground from avalanche paths.	Dean Raynes	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6500	<p>Hello,</p> <p>My comments today are regarding the Little Cottonwood Canyon EIS. After reviewing the alternatives for the canyon there is a good start to this plan, however, I see major concerns with each of the 3 alternatives.</p> <p>First, the Gondola is my biggest concern. In my opinion, the gondola would ruin the canyon landscape. Also it would not provide the vehicular relieve to the canyon. Based on the stations, the gondola is only catering the ski resorts, not users that want to access other areas of the canyon. Please don't build a gondola.</p> <p>Second, I support the alternatives of adding more buses to the canyons, however, snow sheds and widening the roads is not the answer. There are inherent risks involved with the mountains, adding snow sheds to potentially reduce road closures appears to only be accommodating the resorts and will ruin the canyon landscape. Widening the roads will have an environmental impact on the already stressed canyon and is simply encouraging more vehicle traffic. The focus should be reducing the amount of vehicles traveling up the canyon. Bus routes need to be considered from valley locations up to the canyons to reduce congestion and parking concerns at the base of the canyons. Resorts could help increase carpooling and reduce vehicular traffic by charging for parking and have tiered pricing based on vehicle occupants (i.e. follow Solitude's parking plan). The three alternatives cater to the resorts, but what are the resorts doing to provide a long-term solution to the congestion problem?</p> <p>Finally, the canyon enhancements should be focused on all users. Not a select group. The alternatives may provide temporary relieve, but fail to provide a long-term solution. Regionally connected and increased public transportation alternatives need to be explored to facilitate and encourage using public transportation that ultimately become a greater convenience than personal vehicles. Please don't build a gondola, widen the roads or build snow sheds.</p> <p>Thank you.</p>	Bentley Woolley	Website
6501	<p>The significant traffic problems at the mouth of Little Cottonwood canyon need to be addressed, but we should do so in a scalable, flexible, and reversible way that does the least harm to the sensitive canyon environment. While the traffic problems are significant, they occur on only a few days a year, so we shouldn't adopt a solution that is permanent and year-round, especially when the benefits are really only felt on a handful of days and primarily by skiers and the ski resorts. A gondola that serves the two ski resorts will do little, if anything, for summer recreation or for any kind of winter recreation that occurs outside resort limits. An additional lane is really only useful on those few very busy ski days. Additionally, road widening will cause significant environmental damage in the canyon and to the watershed, and will hurt access to smaller trailheads and climbing spots and funnel people into larger parking lots by the most popular trailheads. Those trailheads will suffer from that overuse.</p> <p>We should focus on enhanced bus service combined with significant tolls for private cars (without multiple passengers). This solution will allow us to manage the traffic problem without doing additional damage to the canyon. There is no reason to jump to a destructive, infrastructure-heavy solution without trying solutions that don't require significant building in the canyon, with the monetary and environmental costs that building would necessarily entail. We should adopt a "no regrets" strategy where we test different patterns of bus service and tolls for private vehicles before moving to any solution that requires additional built infrastructure.</p> <p>Adopting a "no regrets," first-do-no-harm solution is particularly important given that climate change may make ski resorts and skiing less and less viable over time. While we certainly hope that climate change doesn't have a significant effect on snowfall in Utah, there is good reason to think that it will. Building permanent infrastructure that damages the canyon and that is primarily designed to manage ski resort traffic is short-sighted given the risks that climate change poses to the viability of the ski industry over the next several decades and beyond. Losing the greatest snow on earth would be a terrible tragedy--and one that we shouldn't compound by additional damage to our canyons through unnecessary built infrastructure. We should choose a solution that helps solve our current problems without committing us to damaging infrastructure that may not be necessary in the future.</p> <p>Additionally, the point of this process is not to allow the ski resorts to get as many people into the canyon every day as they deem possible and preferable. Ski resort capacity is necessarily constrained, not just by space on the hills at the resort itself, but also by how many people can reasonably be moved up a narrow canyon on any given day. We shouldn't allow the resorts to insist that they be able to maximize the number of people on their hills when that will entail significant environmental damage. Moreover, whatever solution is chosen, should be funded--at least in part--by the ski resorts that will benefit the most from increased capacity to move skiers up the canyon. Moreover, detailed studies about the carrying capacity of the canyon--both for winter and summer recreation--should be conducted before we adopt solutions that increase the number of people who can be transported through the canyon. We shouldn't increase transportation capacity without considering how much use the canyon can sustainably support.</p> <p>Building infrastructure like a gondola or additional lane that damages the canyon today also creates significant issues of intergenerational equity. We need to preserve the canyon for future generations, rather than maximizing ski resort profits today.</p> <p>Moreover, if a gondola is built, the base station should not be right at the entrance to the canyon. Over time, there will be significant pressure to build large parking lots at that base station, even if the current plan is to funnel people through mobility hubs off-site.</p> <p>Thank you for your attention to these matters.</p>	Lisa Sun	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
	<p>Here are my comments on the Draft Alternatives Development and Screening Report of the Little Cottonwood Canyon EIS:</p> <p>Alternative # 1</p> <p>Of the three alternatives presented in the EIS, I have some concerns and/or objections with each, but Alternative # 1--Enhanced Bus Service is my preferred alternative for several reasons. Foremost, Alternative # 1 is the least expensive and least complex of the alternatives to implement, and one that emphasizes bus transit without additional lanes or lane manipulation on SR 210. It also does not increase the road capacity of SR 210 through the construction of additional lanes. Second, it does not negate the possibility of implementing either Alternative # 2 or # 3 at some time in the future, if necessary, to address a worsening traffic problem.</p> <p>I am not convinced that the snow sheds for this alternative, or Alternative # 2, are really needed. Is the estimated cost of the sheds (\$72 M), with berms or limited road realignment, justified by the anticipated reduction in total road closure time of SR 210 from avalanches in a typical winter season, especially if the number of vehicles traveling along SR 210 is substantially reduced through enhanced bus service, tolling, and possible construction of Peak Period Shoulder Lanes (PPSLs). Since the Alta and Snowbird resorts would be the chief beneficiaries of snow sheds, which would minimize road closure times, shouldn't they assist in funding shed construction, if either Alternative # 1 or # 2 is eventually selected ?</p> <p>I also have concerns about the construction of the avalanche (snow) sheds as an element of this alternative, specifically the impacts of soil erosion on the water quality of Little Cottonwood Creek resulting from shed construction. Even the best mitigation efforts (i.e., best management practices) would still likely result in increased sedimentation within Little Cottonwood Creek, at least over the short-term. Since Little Cottonwood Creek is a primary source of potable water for residents of the Salt Lake Valley, any degradation of its water quality is a serious matter. If the Enhanced Bus Service alternative is eventually implemented, I would strongly recommend that any proposed snow shed construction be deferred for at least a few years to allow for a comprehensive evaluation of the enhanced bus service option, in order to assess if the sheds are really needed.</p> <p>If Alternative # 1 is selected and implemented, I would hope that UTA integrates the two proposed mobility hubs into the existing network of UTA bus routes, and/or through a regional shuttle bus system (listed as a preliminary alternative to the Enhanced Bus Service) that would pick up riders at various locations within the Salt Lake Valley and transport them to one of the mobility hubs. Either system would allow skiers without automobiles to still access the LCC resorts through the Enhanced Bus Service alternative, or at least reduce traffic congestion at the mobility hubs if cars are left parked at shuttle pickup locations. I would assume that any shuttle bus system connecting to a mobility hub would only operate during the ski season when demand is greatest.</p> <p>Alternative # 2</p> <p>As per Alternative # 1, with respect to Alternative # 2 (Enhanced Bus Service in Peak Period Shoulder Lanes) I am primarily concerned about impacts to water quality in Little Cottonwood Creek from the construction of the proposed snow sheds and also from widening SR 210 to accommodate the Peak Period Shoulder Lanes (PPSLs). I concur that of all of the preliminary roadway alternatives evaluated the PPSL is the preferred option, but I fear that widening the road would actually encourage more traffic on SR 210 and likely lead to more accidents and fatalities due to speeding, especially during the descent from the resorts. Obviously, the proposed road widening in this alternative would have a much greater impact on the environment of LCC than Alternative # 1. Widening/realignment could possibly cause some uphill slopes to become unstable and create conditions for recurring mud- and landslides during and post-construction. Addressing such issues would increase project construction costs. My comments pertaining to the deferral of snow shed construction for Alternative # 1 also apply to Alternative # 2.</p> <p>Alternative # 3</p> <p>I am not in favor of Alternative # 3, the Gondola, as a means of transporting people between the valley and the resorts for a number of reasons. First, "the capital cost is much greater than any of the other infrastructure projects. I assume that the projected cost of \$312-343 M (Table 2-12 of Screening Report) is based on construction costs today, rather than 5, 10, or 15 years out ? This is significant sum of money that I feel could be better spent elsewhere--say other transportation needs or perhaps education. Would Snowbird and Alta be willing to cover partial costs of this project, since they would be the prime beneficiaries of a gondola ?</p> <p>Second, a completed gondola project would have a considerable visual impact on the beauty of LCC, not to mention the scars from construction itself. Third, as per road widening and snow shed construction of the other alternatives, but even more so, despite the implementation of best management practices, construction of a gondola would most certainly impact the water quality of Little Cottonwood Creek, but even more so due to the proximity of the towers to the creek.</p> <p>Third, while a gondola would likely be effectively utilized during the ski season, I question whether there would be much demand for transport to/from the resorts via a gondola during the rest of the year. Rather, I suspect it would be woefully underutilized during that period.</p> <p>Fourth, I cynically suspect that Alta, Snowbird, and the other nearby resorts would love to see the construction of a gondola as a first step toward connecting all of the area ski resorts via a series of lifts, which would destroy some of the last remaining backcountry ski areas in the central Wasatch.</p> <p>Finally, there is the issue of climate change that I note below. With increasing uncertainty regarding winter precipitation, snowpack conditions and duration in the future due to global warming, why invest in a gondola that might eventually see declining use during the ""peak"" ski season ?</p> <p>Further Comments:</p> <p>As I mentioned above, the selection of Alternative #1 by itself should not foreclose the option of implementing either Alternatives # 2 or # 3 at a later time, if it becomes clear that additional measures are needed to deal with the vehicular traffic problem in Little Cottonwood Canyon. Both of the latter alternatives require higher capital costs than Alternative # 1 owing to the widening of SR 210" (Alternative # 2) or the construction of the gondola (Alternative # 3). Furthermore, I fear both infrastructure projects could adversely affect the water quality of Little Cottonwood Creek.</p> <p>Additionally, before proceeding with either Alternative # 2 or # 3, we need to acknowledge and thoroughly assess the possible/probable impacts that climate change could have on the local ski resorts, specifically their business model, over the intermediate- and long-term. If greenhouse gas emissions are not arrested and fossil fuels phased out over the next 20-30 years, it is predicted that the annual snowpack in the Tri-Canyons area will be gradually reduced and the ski season will become shorter. These precipitation trends will impact the future economic viability of the resorts, as the revenue from lift ticket sales and season passes will likely decline over time.</p> <p>So why should we spend significant funds (for widening SR 210 or to construct a gondola) to address the traffic congestion problem in LCC during the winter months, in view of the potential adverse effects that climate change will have on Alta and Snowbird as destination ski resorts ? The potential but likely impacts that global warming will have on the annual precipitation and snowpack in the central Wasatch Mountains over the next several decades should give us serious pause before investing millions of dollars into the widening of SR 210 or construction of a gondola. The latter in particular could wind up being a ""white elephant"" if the demand for downhill skiing falls significantly due to poorer snow conditions and a progressively shorter ski season, and summer usage never meets expected demand.</p> <p>All three of the proposed alternatives have two mobility hubs--a north hub at the gravel pit near the mouth of Big Cottonwood Canyon, and a south hub at 9400 S and Highland Dr near the mouth of Little Cottonwood Canyon. Does UDOT or the State of Utah own the land where the north mobility hub would be sited ? If not, does the capital costs for the two mobility hubs include funding for the purchase of the gravel pit property, assuming the owner(s) are willing to sell ?</p> <p>I am a little disappointed that there is little information on proposed tolling as a strategy for incentivizing people to "take public transit to the resorts. The Travel Demand Management section under Alternative Components provides needs further elaboration /discussion which I hope will be forthcoming in the Draft EIS. I would recommend tolling over the entire winter (ski) season and also during weekends the rest of the year. Vehicle tolls should be based on based on the number of occupants in the vehicle; the more occupants the lower the toll (fee) regardless of time of year, and whether the travel is during peak or off-peak hours. Single-occupant vehicles should be allowed up LCC but charged a considerably higher toll to either encourage transit use or car pooling. Also, assuming there is some type of commercial or UTA bus service during the summer/fall months (not addressed in the Screening Report), tolling should operate in conjunction with the transit during that time. Thus, I am not sure I agree with the strategy of not charging tolls when traffic volume is light. Wouldn't this policy discourage people from taking bus transit ? Alternatively, it might be preferable to lower tolling fees during periods of lighter traffic (off-peak travel hours), rather than just eliminating the toll. Lastly, I concur that collecting a vehicle toll during the ski season only for those vehicles going to one of the resorts, with collection taking place near Snowbird. Vehicles parking lower down in the canyon for snowshoeing or backcountry skiing should not have to pay the same toll, or perhaps any toll, since the winter enhanced bus service would not make any stops along the way to the resorts. Tolling strategies and considerations need to be detailed in the draft EIS.</p>		
6502		Richard Jirik	Website
6503	I support the enhanced bus service without canyon widening. As a skier, climber, hiker, I love this canyon for its summer activities in addition to its winter activities. Widening the road and the gondola would compromise access and experience for other outdoor activities	Anna Holman	Website
6504	There needs to be increased bus service in Little Cottonwood Canyon. No widening of the canyon road. The ski resorts need to fund the coverage for the project. The environmental impact of our canyons should be top priority. Absolutely, NO gondola!	Wendy Sears	Website
6505	We vote for Enhanced bus service with no additional LCC traffic and no road widening. No gondolas or any permanent infrastructure in the canyons that does not already exist. Car access to LCC must remain for those who wish to snowshoe, back country ski or rock and ice climb. The utmost attention must be made to preserve and enhance the community, unity and beauty of the city of Cottonwood Heights.	Lea Berry	Website
6506	I support option 1 and encourage UDOT to consider climbing access and environmental impact in any work done in Little Cottonwood Canyon.	Claire Russon	
6507	<p>As a former National Park Ranger, I believe in good resource management. The sharing of space between users and the balance that allows for many groups to enjoy an area. I grew up going to the Yosemite Valley and Zion I also recognize that sometimes for the resource to be enjoyed you may not be able to accommodate the droves of people would defend upon it demanding easy access to every space.</p> <p>Widening the road would be a mistake. This canyon is known world wide for its amazing granite rock climbs. It is known as a training ground for the amazing Yosemite climbs that Alex Honold has made famous. Widening the road would destroy renowned climbs and bouldering problems loved by climbers.</p> <p>The gondola is not a good option because it simply doesn't move enough people and would ruin the aesthetics for more people than it would help.</p> <p>I'm in favor of a better bus system. Perhaps a shuttle similar to Zion and Yosemite perhaps even required for those going to ski resorts.</p> <p>Also we should build a parking structure. Either where the parking lot is now or in the creek on the other side of Wasatch. Let's leave the eyesore in the city with all the other sky rises and preserve the beauty of the canyon that we all come to enjoy.</p> <p>Thank you for reaching out and working to help us all enjoy this Canyon.</p>	Katie Allred	Website
6508	Regarding the proposed option for solving traffic issues in LCC, I think option 1 will be the most efficient and does the least amount of damage. Developing a more convenient public transportation system will encourage more people to carpool, minimizing single rider vehicles. Option 1 also seems like an option that would put the least amount of stress on the plants and animals living in the canyons, saving the canyon from destructions.	Ting Ya Yu	Website

COMMENT NUMBER	COMMENT	FULLNAME	COMMENT SOURCE
6521	<p>InTrack Motors is a dual mode electric vehicle manufacturer and we would like to propose our systems for your project. My friend Dave Brough of D A V E informed me recently about the harsh rejection dual mode had in the official documents for this EIS. Dual mode takes advantage of the present road system and available off the shelf EV technology. Either of our systems are superior the allowed options for this project that will destroy forest and provide marginal service to the target demographic. Widening the black asphalt of this nature site is the last thing we would want to do to the beautiful valley.</p> <p>Please accept this proposal as evidence that there are dual mode systems around the world and they should legally be allowed to bid this project. Our costs are significantly lower than the three that were allowed and our solution delivers faster, higher performance transportation. More importantly for the environment we are 100% clean where diesel buses are extremely polluting while hill climbing.</p> <p>See attached PowerPoint.</p> <p>Thank you.</p>	Jerry Roane	Email

#3855 - Taylor Dankmyer

As a summary, I support the Enhanced Bus with Roadway Widening, with the “Enhanced Bus” with no roadway widening as a 2nd place quicker immediate option for Little Cottonwood Canyon. I support the gondola the least for many reasons stated below. I also support tolling the road (with no tolling at lower canyon, and some tolling based on peak periods on the upper canyon).

Canyon Options

Let’s start with the basics. Little Cottonwood Canyon (LCC) gets 12,000 to 14,000 visitors on a normal winter weekend. The plans laid out mean to only remove 30% of the cars from the road. While these are the rules the Environmental Impact Study (EIS) is set to follow, if their goal is truly to build something that can handle traffic in 2050 (30 years from now), we will need much more than 30% of the cars off the road. And with just 30% of the cars off the road, traffic could be pretty terrible at peak times, and the wildlife impact would also remain. Below I considered all 3 options, strange trends I found in the Environmental Impact Statement, key issues with some of the proposals and where I think we can get the most benefit for the most people.

Strange EIS Study Trends

The biggest issue historically (in previous analysis for these plans) was that the gondola couldn’t handle a lot of people per hour + it was expensive. Somehow in the final analysis both of those concerns have disappeared, which I do not understand.

Specifically, because the EIS was only looking to analyze reducing car traffic by 30%, the EIS team fully admits (in their video conference public meetings in late June) that they “limited the capacity” of each transit option to reach that 30% level. That, in turn, makes each option look like it’s on a relatively even playing field when it comes to how many people each option can handle per hour. However, this is not helpful to the public. We need to see what “max capacity” looks like for any of these proposals. For example, how many people can we get up an hour if we were running gondolas at their max capacity (or had the max number of gondola cars on the route)? What speed would they run at? What does that look like in terms of capacity per hour?

Similarly, if we were to double or triple buses per hour, is that A) possible and B) what is the estimated amount of people?

In this same June meeting, it was mentioned multiple times that the group is looking at building something that will work till 2050. So why then is the EIS only proposing solutions that handle around 10% of the weekend visitation to the canyon? Their answer is “this is what we were tasked to do” but then in the same breath they use an argument around future-proofing the canyon until 2050 to argue against alternative proposals.

The Gondola

To that end, at one point it was mentioned (in previous discussions in years past) that the Gondola could hold 10,000 people an hour. The latest proposal, backed by private landowners, a massive gondola company (Doppelmayr), and the ski resorts themselves, is pushing the “la Caille” proposal which notably drops the gondola further down the canyon, builds a parking lot at the gondola station, and suggests it can get multiple thousands of people up in the peak 3-hour transit window on weekends (typically 7 AM - 10AMish?). However, this is not an official proposal from EIS, and seems to have been previously eliminated.

Furthermore, it appears the main appeal here, beyond removing the bus to gondola inconvenience, is that it says this proposal can handle higher capacity, but again, it is my understanding that the EIS purposely handcuffed each of 3 official proposals based on the rules they were given.

Without the actual max capacity numbers available to public commenters, the 3 proposals seem relatively unfinished. While I acknowledge that an environmental impact study (and implementation time) come in the next phase of the EIS, it seems almost disingenuous to not have this info included now while you collect public opinion (and then, therefore, use that public opinion to help drive your future decision making), when the public arguably didn't receive all the info it needed.

Taking the EIS at their word, the gondola can hold 1,000 people an hour. It also has to travel at a speed limit lower than that of the road due to that capacity (the EIS staff claims 17 MPH). Gondola proponents mention it can handle winds up to 78 MPH, but there is no mention of what speed the gondola must go in those winds. Guess what? It will go slower. Much slower. Slower than 17 MPH.

Taking that into account plus the full gondola trip taking an estimated 46 minutes (vs. 36 mins with the “enhanced bus” option), the gondola seems like the slowest option.

It's also the least flexible. We can't scale up the gondola at peak times (with a bus system, you could easily double or triple the buses going up the canyon per hour). You can't take the gondolas down easily when they are not needed. It doesn't fluctuate with seasons or rush hours. It will be built and we are stuck with it. If better tech exists in 2050, or climate change makes skiing LCC obsolete (I hope not!), we still have the gondola.

While I don't know the full capacity of the gondola (because of the limitations of the EIS), I can do some quick math on what it would mean to double or even triple bus capacity on Little Cottonwood Canyon, from the proposed 6 per resort per hour up to 12 or even 18 per resort per hour. If 6 per hour can handle 1,008 an hour, 12 per hour could handle 2,016 per hour, and 18 could handle 3,024 per hour.

If we're truly looking to build something sustainable for 2050, we have to consider which one of these options scales up the easiest? Adding additional gondola cars is likely not possible, and 2xing the speed of the gondola is also likely not possible. However, UTA operates a fleet of hundreds, maybe thousands of buses, and continues to add more, so our ability to move more buses into the canyon (and reduce them when not needed) is much easier. We have buses already. In lighter seasons, those same ski buses can be used to move people around the city.

As the years go on and traffic increases, you also can imagine a (smart) shift in strategy in 5 or 10 years, where the road goes to bus-only during rush hours. A gondola doesn't allow for that, and wouldn't seem to allow for the same massive amount of capacity a bus-only road could handle. Not to mention reducing traffic means fewer emissions and safer roads. On the issue of safety, the EIS's manager, Josh Van Jura, mentioned himself that while not a core part of the EIS, an additional lane up the canyon is safer (if not the safest of the 3 options) for bikers, motorists and pedestrians in the canyon.

On scaling this operation down come spring and summer, where we do not face the same peak flow issues we do in the winter, a bus system scales down much easier, as mentioned.

A bus also allows us to be flexible in the future with what stops to make. The Gondola only handles traffic to Alta and Snowbird. 70% of the traffic in the canyon are people that are ****not going**** to the resorts. It's for hikers, bikers, snowshoers, backcountry skiers. Building stops along the way on the Gondola is not part of the plan and would dramatically increase costs and time. But being able to build additional bus stops (that are seasonal) is a far easier proposition down the line if it is needed.

Don't worry - there's more! :) I have a few more concerns:

- The proposed gondola is roughly 2-3 miles longer than any other constructed gondola in the world. I remain skeptical that this can be done as easily as some contractors may say.
- With the gondola taking such a long time, climate control would be fairly necessary inside each gondola, and from what I read, this was not something any gondola currently had in the world.
- Summer gondola service should be No because we don't personally need more tourists in the canyons, as they are already under stress. A bus service that doesn't disrupt and stops at popular trailheads would be great. Reducing emissions and parking issues and safety concerns in the canyons in the Spring/Summer. And no permanent structure - the buses will leave the canyon at night time (vs. a permanent gondola).
- On trailhead parking, I think we should consider a way for people to take a bus to these spots + some additional parking. However, every parking lot up the canyon fills up, so having a reliable bus option in the summer sounds ideal.

- There is a lot of talk about the fact that the bus is still susceptible to avalanches. This is true, however, Snow sheds would limit the average closure from avalanches from 56 hours to 11 hours per year (this is according to the EIS' documents). That is an 80% reduction in roadway closures. Avalanche Hazard Index would be reduced from 90 to 59 with snow sheds added.

- As mentioned, we need to know build times. This isn't until the next phase, but we must know it. If an additional bus lane is going to take 8 years but a gondola takes 2 (or vice versa), the public needs to know.

- The EIS public meeting said, "I don't know that we have done a proper analysis for downtime due to gondolas." Please do an analysis that takes into account the weather, avalanches, & wind in the canyon for the gondola.

- As asked for, I support HOV And tolling of both the little cottonwood and big cottonwood canyon road (although this EIS is just for LCC). I also support lower canyon free tolling vs upper canyon tolling, as long as that doesn't lead to higher traffic congestion in some form (so, the logistics would have to be worked out).

- I heard it was mentioned that the gondola full travel time was 63 minutes. Is this true? Please clarify and provide more detail on travel time, as this was confusing during one of the public meetings.

Beyond that, None of these plans seem to actually care (or talk about) what the actual impact is to the canyons themselves. The ""Save Our Canyons"" folks have been saying this throughout the process and these proposals make it even clearer. I think a gondola would be pretty ugly going up the canyon. And building it certainly will impact the environment. I'd like to avoid it. If it got 5,000 people an hour I might consider it, but otherwise, it's the least interesting option. Not to mention all the tourists that will just ""want to take the gondola ride"" up LCC. It could become a tourist trap. Let's not turn the canyon into a theme park. And I think the impact to canyon views is pretty apparent: it's the worst/has the largest impact of the options.

I also don't see construction times anywhere. Were those listed? Some road changes seem much faster to implement than building an 8.5-mile gondola. But I read elsewhere that building any additional road would take far longer. We need to know the build times.

There has been this other concern from the public that people don't "want" to take the bus. Let's be clear: no one wants to do --anything-- currently. They want to keep doing what they're doing (driving their cars up the canyon). Public transit is built in many places in the US as the only possible alternative to everyone getting in their cars. For example, it was much cheaper (and far faster) for me to hop on a bus in Washington, DC when I lived there than it was to hop in my car and then try to find parking at my destination. I didn't ride the bus because I preferred it, it was literally *more* convenient. And faster. We need to make whatever alternative we offer do the same thing. Make it more convenient to do and more environmentally sustainable. A lot of

people don't take the bus now because you end up sitting in the same traffic line as all the other cars. So outside of giving buses priority, they ideally need their own lane as well.

Eventually, given the popularity of BCC and LCC & the growing population of Salt Lake City, people (and the city) have to make a tough choice. Restrict the road. FORCE (yes, force) people to take alternative transit through laws, tolls & dedicated bus lanes [or rush hours where those buses are the only vehicles that can go up the canyon (with exceptions for canyon residents and canyon employees)]. I would have loved to see more efforts in this direction with the Environmental Impact Statement proposals.

Overall, I support the ""Enhanced bus service in a dedicated shoulder lane"" option the most. I want to aggressively incentivize rapid transit over cars being in the canyon at all, to the tune of a much larger reduction than 30%, but if that is where we have to start, so be it. I will take the bus because I will get up the road a heck of a lot faster. Yes, it requires additional lane building in places. This will impact wildlife and the environment, but it seems minimal compared to a gondola. Again, I will wait to see the environmental impact study in the next round.

The other issue we run into is parking. We need additional parking capacity at the mouth of the canyon regardless of what option is chosen - and I know this is part of the options offered. However, the previous discussion of the bus options made the point that you could have more bus lanes coming from hot spots in the cities to better handle the load & areas where people were parked (which would put less pressure on the mouth of the canyon potentially). In other words, not everyone has to load at the mouth of the canyon, they can load in the valley, the mouth, Sugar House, other existing kiss n rides, etc. There's a lot we can do to reduce load and traffic at the mouth of the canyon through different bus line mapping and options. Some of that could be used in conjunction with a gondola plan, but a gondola plan still ends with everyone 1) getting off at the mouth of the canyon and parking 2) taking another bus to get to the gondola 3) getting on the gondola.

We could even use the existing bus lines that go up LCC: you could park right off I-15 and not get off the bus till you were at the resort. No transferring to another bus that takes you to a ""gondola bus"" that then takes you to the actual gondola. By the way, I'm wondering what's behind having to take a bus to get to the gondola - was it a cost-saving measure?

The bus options also allow for a lot more flexibility- seasonal flexibility, rush hour flexibility, we can change rider and lane laws (say, HOV) later based on demand and population growth. It's also a lot more value to the city (the SLC Mayor wants more public transit so give us more buses we can use them around the city and suburbs) and should be able to carry more people vs I don't think we have any path to ever getting more than 1,000 people per hour on that gondola based on the data provided.

I know some of the lift supporters I've read think the gondola will be weatherproof compared to a bus having to deal with one of the most active avalanche zones in North America, but that

seems like a mighty unknown. I have already discussed that snow sheds reduce road closures by 80% and reduce the avalanche hazard index from 90% to 59%. There are plenty of wind-holds to deal with gondolas, but maybe there is a way around that, otherwise I would like more info on that piece of gondolas. We already have some of the best avalanche detection and clearing in the US in LCC. So I don't mind that the buses will have to deal with that (as any car would). But it's certainly a negative. But I just can't get behind a gondola going up that Canyon. Especially if I also would have to take a bus to get to it.

#3922 - Kirk Nichols

1. First, In the broadest of views, not yet getting to the details, the alternatives offered by U-DOT are inadequate to meet the spirit of NEPA (read the introduction to NEPA) or the CEQ regulations for NEPA.

The CEQ regulations offer general guidance to agencies in 40 C.F.R. §1508.25, which requires consideration of three types of actions, three types of impacts, and three types of alternatives in determining the scope of an EIS.

ACTIONS include (1)Connected, (2)Cumulative, and (3)Similar Actions.

IMPACTS may be (1)Direct, (2) Indirect, or (3) Cumulative.

ALTERNATIVES include (1)Primary, (2)Secondary, (3)No Action.

The action of this LCC-EIS is to plan and execute one of the alternatives to solve transportation problems in LCC. U-DOT is trying to say that only delivery of clients to the ski resorts solves their definition of the transportation problems in LCC. The U-DOT LCC-EIS neglects all the foreseeable connected, cumulative, and similar extant problems or the foreseeable affects that their alternatives will create. Actions such as alterations in parking lots, changes in roadside parking, imposing a fee are all connected and unaddressed actions that NEPA requires to be studied. U-DOT has not addressed the foreseeable impacts of their transportation solution of delivering clients to the resorts such as impacts on trails, vegetation, and wildlife. Everything U-DOT does in LCC, more busses, more pavement, more transportation systems and altered pathways will have year-round, full canyon direct, indirect, or cumulative impacts at the trailheads and parking and cyclists along the length of the roadway. These are not addressed in their alternatives nor in their purpose and goal statement. This negligence is across all three alternatives. Summer season vehicles are transportation and a problem in LCC and these are blatantly rejected as problems in the U-DOT LCC-EIS.

U-DOT neglecting connected, cumulative, and similar actions is what paused the Legacy Highway at immense tax payer expense. Let's avoid the delays here.

An EIS is required by Congress to be developed by an interdisciplinary team, U-DOT has developed this EIS unilaterally.

2. Now a few details quoted from the LCC-EIS. Quotes are in added italics:

“P.IV: Table S-1. Alternatives and Options To Be Evaluated in the Draft EIS”

In a Draft EIS the preferred alternative must be disclosed, it is not. In a Draft EIS a “No Action” alternative must be studied and discussed at the level of all alternatives, it is not in the LCC-EIS.

“b The purpose of the project is to improve winter mobility. Screening criteria did not evaluate the performance of summer service.”

Winter mobility is not the only transportation issue connected to Little Cottonwood Canyon, all season transportation problems are connected. Therefore, all connected transportation issues must be studied in one EIS. The U-DOT LCC-EIS appears to be segmenting the LCC issues; please look at the CEQ Regulations”

1. Connected actions

The CEQ regulations require “connected actions” to be considered together in a single EIS. See 40 C.F.R. § 1508.25(a)(1) (1984). “Connected actions” are defined, in a somewhat redundant fashion, as actions that

“(i) Automatically trigger other actions which may require environmental impact statements.

(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.

(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.”

“Winter point-to-point bus service from mobility hub directly to the ski resort”

Studying only the point-to-point resort traffic is inadequate to address all the year-round and connected transportation issues and actions needing to be resolved in the LCC-EIS.

“Tolling or other management strategies such as no single occupant vehicles during peak periods”

Tolling and management strategies are year-round and connected issues that must be studied year-round in an adequate EIS.

“Winter gondola service starting at the gondola platform at the entrance of Little Cottonwood Canyon with stops at Snowbird ski resort and Alta ski resort only”

Stopping only at commercial ski resorts should be paid for by the ski resorts, not the general public.

“The transportation needs in the study area are related primarily to traffic during peak periods, avalanche risk and avalanche control in Little Cottonwood Canyon, multiple roadside users in constrained areas, and anticipated future increases in visitation to Little Cottonwood Canyon as a result of population growth in Utah.”

This EIS completely misses the hard look required to evaluate the latent demand, people in the valley who currently reduce or curtail their trips to the canyons due to the congestion. This summer's congestion in the local canyons due to of COVID-19 gives us hint of the latent demand for local canyon use. U-DOT is using only future growth in its projections when latent demand might be greater.

“Reduced mobility on S.R. 210 near trailheads and at ski areas. Loss of shoulder area for cyclists and pedestrians, which forces them into the roadway travel lane and creates a safety concern. Creation of informal trailheads that contribute to erosion, mineral soil loss, the spread of invasive weeds, watershed degradation, and loss of native vegetation in the canyon. Damage to the pavement along the roadway edge, which causes increased soil erosion, runoff into nearby streams, and watershed degradation”

In the U-DOT LCC-EIS, UDOT is recognizing all the above, four season problems but are negligent in addressing the greater traffic that does not involve the ski resorts.

The LCC-EIS spends an inordinate amount of time and study on visitor cars from Park City (p. 60) when 1000's of cars are parked along the side of the road winter and more in summer and unilaterally are not even being considered in this study?

I am concerned that a great deal of attention was given to the out-of-state traffic from Park City to Alta and Snowbird, which is less than 8% of the traffic, yet 100% of the three season traffic was not included in this EIS.

3. Third, general observations:

More pavement always means less storm water absorption leading to more roadside landslides and more silt in the creeks, more oil and petroleum in the soil and water. Widening these canyon roads means more road cuts, more roadkill animals, and more accidents in the canyons. Wider pavement, especially in BCC, means more stream channeling which means higher stream temperatures, less streamside vegetation, and reduced and disrupted aquatic life due to increased stream gradient and reduced aquatic habitat types.

Busses can be slow and polluting, however, the busses that have been used in the canyons in recent years have rarely slowed the traffic the way they used to. Inexperienced automobile drivers with poor tires are the bigger slowdown in the canyons. Safety for cyclists allows me to consider wider shoulders (using geo-foam as per the University of Utah student study) and no roadside parking, which requires bus or shuttle pull-outs for drop-off at all trailheads and picnic areas. The U-DOT alternatives specifically exclude these necessary stops as the U-DOT alternatives only consider commercial traffic to the ski resorts. The Park City, Bonanza Flats, initiated drop-off only at Guardsman's Pass has been a huge success for reducing road

congestion on the pass. Any acceptable alternative from U-DOT must allow for drop-offs throughout the canyons. Private shuttles are proving to be a commercially viable service in Big Cottonwood.

The gondola is an interesting alternative that, from lack of detail, I am not sure U-DOT is serious about. Will the towers be roadside or will each tower require a spur road to service it?" "Will a permanent swath of trees need to be cut? How much private property will be condemned or purchased or require U-DOT to purchase an easement? Will the gondola provide (unfortunately) aerial views into backyards and back windows? Will the gondola follow the creek with all the problems that involves? Again U-DOT is proposing to only service the commercial interests in the canyons making the gondola completely of no value to anyone but the commercial clients of the resorts. Residents will never ride it except as entertainment.

While the three alternatives exclusively feed the two ski resorts, other area businesses are excluded. Businesses that supply goods for hikers, climbers, backcountry skiers, snowshoers, fishers, cyclists, etc. are excluded from benefitting from these public tax dollars spent on the resorts. There is no reason for local and regional stores such as Black Diamond, REI, IME, etc. to support any of these three alternatives.

I favor the bus only solution but only with the modification of stops through-out the canyons at all trailheads for all seasons for all citizens. I recognize that this will require paving bus-stop turnouts at trailheads.

I am concerned that the LCC-EIS by U-DOT only considers commercial traffic to the ski resorts in winter.

I am concerned that two thirds of the canyon traffic has not yet been considered in the LCC-EIS by U-DOT. That unconsidered traffic is in two components, 1. that of the three season (spring, summer, and fall that is greater than the winter traffic to the two resorts) traffic not going to the resorts in winter and 2. the winter traffic not going to resorts but to other stops along the LCC transportation corridor.

I am concerned that no consideration or study was given to the majority of the traffic which stops along the canyon in places other than the commercial ski resorts.

I am concerned that the public will not accept any of these three alternatives that service commercial interests only and not serve the general public. The general public will therefore reject the EIS and we have to start over again with yet another study and plan.

I am concerned that U-DOT refused to study the latent demand built-up with-in the valley population and based their planning on only future growth. This unique time of "stay home –

stay safe” is illustrating that the latent demand is greater than the 50 year growth projections that U-DOT based their study on.

Gondolas have good qualities, but until the U-DOT EIS requires designs that have pull-out stops and detachable cars for climbing areas, hiking areas, and back country ski areas, gondolas are not the holistic solution that the public needs. Great for the resorts, not so great for the majority of canyon visitors.

When a gondola system does go down, what is the estimated time for rescuing all of the passengers? Will each passenger be required to rappel down a rope? (The Swiss will have a solution.) Will each car have a bathroom while they wait hours for a rescue? In the long traffic lines currently plaguing the canyons people do hop out of their cars and pee on the highway between the cars.

Ski resorts hire and release hundreds (1000's?) of trained employees every year, if that is an issue, so too can UTA hire seasonal drivers.

The gondola system proposed for the Jungfrau region is all straight-line cables. Compared to Big Cottonwood, Little is pretty straight, but still not straight. Those Swiss valleys are wide, pastoral (they cut down all the trees centuries ago), and not particularly steep above Grindelvald.

U-DOT, thanks for your work so far, you have more to go to meet the requirement of NEPA and to meet the needs of the general public and not just the ski resorts.

Kirk Nichols

Big Cottonwood Community Councilperson

University of Utah, Professor College of Health, Department of Parks, Recreation, and Tourism
Evergreen H.O.A. (Big Cottonwood) President and Watermaster

#5043 - Michael Allegra

July 7, 2020

Comments on Little Cottonwood Canyon Environmental Impact Statement SR 210 – Wasatch Boulevard to Alta, Utah Department of Transportation, June 8, 2020
by Michael Allegra, President, KivAllegra Consulting

Overall

The train is best overall long term, year-round and cost-effective solution. It should not have been eliminated during the screening process. It appears that they chose one of the most expensive rail design options while grossly exaggerating the capital cost estimates and compared it to the simplest configuration and cheapest gondola solution. The report does not have the Cog Railway on a level playing field with the other alternatives. This mismatch of alternatives scenarios needs to be rectified or could be grounds for an environmental challenge.

A life cycle cost analysis is the best tool to compare a diverse set of modes and should have been prepared.

A 9-mile Cog Railway is being completely rebuilt in Pike's Peak, Colorado for a total cost of \$110 million or \$12 million per mile. This report uses \$138-\$169 million per mile.

A train can be built with minimal construction impacts as seen by the real-world experience in constructing the Pike's Peak Railway.

A train is the most environmentally friendly for air quality, watershed quality, energy consumption, congestion relief, economic development, land use management, pedestrian compatibility, and visual aesthetics, and is the most consistent with the Canyon's core values. The impacts to our wilderness areas and boundaries are unclear.

The rail solution has the best potential for a one-seat ride from the Salt Lake International Airport or downtown Salt Lake City and would allow transit access to ALL the residents in the Wasatch Front via Trax or the Frontrunner.

A Cog train has the highest potential carrying capacity of all the modes and can easily be adjusted for peak vs off peak demand, and it can service intermediate stops. A gondola does not have this ability.

The report suggests a gondola every 25 seconds or a bus every 2.5 minutes or a train every 15 minutes. In the canyon, in both directions, this means a gondola every few hundred feet or a bus every quarter mile. Imagine the visual aesthetic impact of these alternative versus that of two trains every hour.

The gondola has no heat or air conditioning. It is primarily a ski resort chair lift. Evacuating passengers from gondola cabins is extremely dangerous, especially in inclement weather.

Although a massive park and ride lot for 2500 cars is recommended for LCC needs, the report ignores the parking needs and requirements for BCC. Stalls for up 5000 cars might be necessary for both canyons and all users.

Technical & Policy Issues

Most major capital transit investments require a long-range travel forecast. The analysis picks a 2050 horizon year but makes no assessment of what the needs are. Additionally, in one place, it refers to a 2050 auto count which only represents a 1% growth rate per year. This has NEVER happened in Utah since we started keeping traffic counts. Typically, in Utah, we have had a 2% population growth rate and a 5-6% increase in traffic annually. Any forecasts that suggests a 1% growth rate are suspect and could be challenged.

All major transit capital projects look at year-round use. What do you do with the vehicles and equipment if only used in the winter? Do you shut the gondola down in the summer? In the past, UTA has been required to use its ski buses during summer months. This cost should be factored in. It is inappropriate and bad public policy to plan a major public investment just for only a brief part of the year without a discussion of the use of this equipment at other times.

The only fair comparison between modes is Life Cycle Costs. Especially when the horizon year is 2050. Why wasn't this done? It is standard industry practice. In this time period a bus would need to be replaced 3 times whereas a train is able to last much longer. Many rail systems are 50+ years old. Additionally, the biggest costs in transit is the cost of labor. A bus carries 42 passengers with 1 operator, a train carries 240 passengers with 1 operator. Typically, the costs for operations and maintenance are greater in a 30-year time frame than the initial capital costs. The failure to address Life Cycle Costs seems to be a systemic failure of the report and it questions the validity of the entire report.

The report poorly and myopically addresses the purpose and need. For example, it only refers winter service. But this is not in the purpose and need. The 30th highest traffic count may work for highway design but is not relevant for transit planning. As another example, the purpose and need talks about safety but the only real measurement they use is the protection from avalanches. It's possible that this was written when UDOT was just looking for short term solutions and not sufficiently thought through for larger capital expenditures. This appears to be a major process weakness and could be subject to a legal challenge

An appropriate and fair EIS would provide similar alternative scenarios to compare. A gondola from the bottom of LCC with a feeder bus is not comparable to a rail alternative from the middle of the valley in an exclusive corridor up LCC. Clearly the residential impacts of rail in the 'city'

are significant. The report should have used the same feeder bus alternative as the gondola. Additionally, the author placed the Rail alternative in an exclusive alignment when it clearly could have been placed in the same location of the bus-only lane. These biased, unbalanced and unequal comparisons raise serious questions.

The protection from avalanches is not the only safety factor to be considered. The report Does Not consider the safety of riding in a particular more. Why was this? It is a standard level of professionalism that was not applied.

A big advantage of railways is its adaptability to fit into any built environment. Historically, the road in the upper parts of the canyon are built on top of the LCC railway that was constructed and operated over 100 years ago.

The Pikes Peak Cog Railway in Colorado is being built for \$110 M or \$12 million per mile. It has many of the same characteristics that are applicable to LCC. There are many examples and lessons learned that Utah should apply to this analysis.

A Cog rail can be constructed adjacent to the roadway with state-of-the-art construction that minimizes impacts and costs. A Cog railway can be built as a diesel system and converted to electric in another phase.

Overarching Issues

1-UDOT is certified by FHWA to prepare and sign Federal Highway Environmental Impact Statements (EIS). The content of this report is so erroneously written and professionally wrong that UDOT could lose this privilege. The deficiencies in this report could easily be legally challenged by opposing parties.

2-Alternatives are not equally addressed and evaluated. The report is clearly biased towards making some alternatives look better than others. In order for alternatives to be fairly compared, they need to have a similar basis. You cannot compare a rail line from 9400 S. and 2000 E (with urban traffic and residential/business issues) with a gondola at the base of Little Cottonwood Canyon fed by buses from 7200 S. and Wasatch Boulevard.

3-There is no forecast for future use. This is unprincipled. The report just simply tries to compare modes to match a certain hourly capacity. Major capital transit Investments require knowing what your build-out future year ridership is.

4-It is bad public policy to plan and design major capital expenditures for a peak seasonal use. You would not expect to invest significant public monies in a transportation system that only satisfies a couple of private businesses for a few months per year. Typically, highways are designed for the 30th highest traffic counts. Public transit systems are expected to be used

year-round and the public should expect to know the impacts during the off-peak seasons. For example, there is no discussion on what to do with the bus system during the non-ski season.

5-The report does not respond to its own purpose and need. This is a typical Achilles heel for EISs. For example, the report should have evaluated all the safety factors that might impact the Little Cottonwood Corridor, yet the only safety criterion it evaluates is protection from avalanches. Although this is an important feature, the report totally disregards the larger safety picture. An evaluation of the safety of driving on the road is completely missing as is a comparison of safety between transit modes. As another example, there is no discussion of the safety aspects of evacuating patrons from a disabled gondola between towers. Additionally, the report does an inadequate job of addressing congestion relief. It does not address the impact of those cars and buses coming to a base lot and feeding a gondola. The report mentions a 2,500-car parking lot would be needed at the mouth of BCC. It ignores the travel issues in BCC and fails to point out that additional stalls would be required for BCC. External travel trips are typically included in EISs. This would bring this parking lot total closer to double its recommended size (potentially 5,000 cars!).

6-The report appears to ignore an overwhelming number of comments that support including rail as an alternative. This reflects a clear bias of the report.

7-Many of the transit costs and issues are incorrect or all together ignored. A typical problem with transit is deadhead time and costs. The public hates seeing empty buses. The report fails to address the massive expense of taking a large fleet of buses from a central garage and deadheading them throughout the day. It uses NTD data base for bus operating costs which reflect the cost of running buses in the city. It is NOT the same as running in the canyons.

8-Most striking is the discussion on frequencies. The report refers to a train running every 15 minutes, a bus running every 2 ½ minutes (or 1 ¼ minutes in both directions) and a gondola every 25 seconds (or virtually a string of gondola cars in both directions). This suggests that at any one point in time, there would be either 3 trains or 48 buses or 120 gondola cabins. This translates to a gondola cabin every 800 feet (or 400 feet in both directions) from end of the canyon to the other. The report ignores these visual impacts.

9-The report's cost estimates for rail are wildly inflated. Contemporary estimates are about \$58 million per mile and Pikes Peak COG Railway in Colorado is being built for far less - \$12 million per mile. This is substantially less than the report's estimate of \$138-\$169 million per mile. Additionally, while the overhead costs for the gondola are only 10%, the report uses a whopping 47% increase in costs for overhead on the rail. This is hundreds of millions of dollars in unnecessary costs.

10-The report reads more like a justification for a solution than a document for evaluating alternatives

11-The report started out with a discussion on how to mitigate avalanche impacts and morphs into a full blow major transit capital alternative analysis with apparent change in purpose and need or evaluation criteria. This is a fundamental flaw.

Text Comments

Executive Summary, Results of the Screening Process, p i

Report-“reliability refers to closure of SR 210 from avalanches and avalanche mitigation” and “mobility refers to travel time and vehicle backups caused by congestion”

Comment- these are very myopic, limiting and auto centric criteria. These are not the appropriate measurements of reliability and mobility to judge transit alternatives. These are not the standard in the transit industry. This is a classic case of using a highway methodology to evaluate transit solutions. Using these stated criteria and measurements bias the entire report.

Executive Summary, Alternatives Advanced for Further Evaluation in the Draft EIS, Table S-1, p iv

Report-“24 buses per hour in the peak hour”

Comment-assuming a round trip travel time of one hour, this is a bus every 2.5 minutes in one direction or 1 ¼ minutes in both directions.

Report-“2,500 new parking spaces divided between two mobility hubs at the gravel pit and 9400 South and Highland Drive”

Comment- This report fails to recognize or account for the larger lot size required at the ‘gravel’ pit due to traffic in Big Cottonwood Canyon. It would seem logical to include this (external) impact in an EIS”

Report-“2,500 space parking structure at the gravel pit”

Comment- why isn’t this the same for the bus alternative? Why aren’t buses proposed from 9400S. and Highland Drive? This seems terribly biased

Report-“Enhanced bus service from the gravel pit to the gondola loading platform at the entrance of LCC ...”

Comments. This means that a separate, seasonal, and fully costed bus system would need to be estimated to transport passengers the short distance from the mouth of BCC to LCC. This should also account for the significant deadhead mileage and costs. What do all these buses do in the off-peak?

1.0 Introduction, 1.1 Report Purpose and Background Information, p 1

Report-“As UDOT receives input from the public and agencies during the EIS process, the results of this process might be modified”

Comment- It is requested that the Rail Alternative be reevaluated and reconsidered using appropriate and real criteria and performance measurements and using equal transit alternative

comparisons. Also, there were significant numbers of comments to support this in earlier public feedback. Fair and equal consideration needs to be given all transit choices.

1.2 Summary of the Project Purpose and Need, p 3

Report-“ ...UDOT’s purpose is reflected in one primary objective for SR 210: Substantially improve transportation related safety, reliability and mobility on SR 210 from Fort Union Boulevard through the town of Alta for all users on SR 210.

Comment- same as above, reliability and mobility only are focused on road related and avalanche issues.

1.3 Screening Process Overview, p 4

Report-bullet 5-“ Apply secondary (Level 2) screening criteria to eliminate alternatives that might meet the purpose and need for the project but would be unreasonable for other reasons.....”

Comment- A rail alternative from the mouth of LCC to Alta should be equally compared to a gondola or bus from the mouth of LCC. This was not done. The rail alternative from 9400 South and Highland should be compared to the same starting point for the gondola. You can’t compare apples and oranges.

Additionally, if another (new) location for a base gondola is considered, this should be equally compared to all modes and the EIS would need to be edited to reflect this.

Also, a rail alternative can run adjacent and next to the existing roadway (just like the widened lanes for buses). An entirely separate and exclusive rail alignment is highly unnecessary and completely bias’s the report with impacts to the natural and human environment.

1.3.2.2 Second Preliminary Evaluation of Concepts and Alternatives, p8

Report-“the preliminary concepts and alternatives were not developed in enough detail to conduct traffic modeling....”

Comment-Every transit EIS for major capital investments have a ridership forecasting process. This is a fundamental premise to invest in transit solutions and should not be ignored.

1.3.3 Level 1 Screening Process, Table 1-1, Level 1 Screening Criteria (Purpose and Need), p9

Report-Table 1-1 are all auto related criteria

Comment- Transit Criteria should be used to measure transit alternatives

1.3.4 Level 2 Screening Process, Compare Impacts and Costs to Benefits, p 10

Report-“Alternatives that have the same or similar benefits to other alternatives but have substantially greater impacts or costs will be eliminated”

Comment- This report fails to recognize the growing role of Private-Public partnerships and its significant impact on public costs. Typically, gondolas and Cog railways are privately financed. Pike’s Peak Cog railway in Colorado is all privately paying for both capital and operating costs.

2.1.2.1.1 Mass Transit Alternative, p23

Report-“.. research has found that mass transit alternatives are efficient only in areas with a population of over 200,000 (FHWA 1987)”

Comment-This is an extreme overgeneralization from a 33 year old report and is completely irrelevant to this study.

2.1.2.2.3 Level 1 Screening Methodology, 27

Report-“...UDOT applied a 1.1% linear annual growth rate for Wasatch Boulevard and a 0.5 % linear annual growth rate for side streets...to develop the 2050 annual average daily traffic...”

Comment- This just seems wrong and inconsistent with reality for this study area.

2.2.1 Range of Alternatives, Table 2-8 Preliminary Alternatives-SR 210, P 34

Report-“ Rail Transit Alternative. The rail alternative includes options to connect to UTA’s existing light-rail system (TRAX)’

Comment- Why wouldn’t you connect to the Frontrunner as well?

2.2.2.1.3 Managed-lane Concepts, Reversible-lane Alternative with Overhead Lane-Control Signs, 40

Report-“Because of the potential visual impacts, the Reversible-lane Alternative with Overhead Lane-control Signs was not carried forward for further discussions”

Comment-Why wasn’t this same criterion applied to the gondola?

2.2.2.2.1 Bus Alternatives, p 42

Report-“....(bus)headways less than 5 minutes would be infeasible.....”

Comment- They say this standard throughout the report but go on to recommend bus headways at 2.5 minutes. (which is 1 ¼ minutes in both directions)

2.2.2.2.1 Bus Technology, p44

Report-“ Because electric bus technology is still evolving, electric buses were eliminated from consideration”

Comment- Seems very shortsighted, especially if the horizon year is 2050!

2.2.2.2.1 Regional Shuttle Bus System Alternative, p45

Report-“ Considering feeder services prior to the operation of the mobility hub(s) would be speculative because it would be difficult for UTA to determine the demand and best location for feeder service without understanding the actual demand and function of the mobility hub(s) concept first

Comment- UDOT paid for this? They should get their money back.

2.2.2.2.3 Rail Transit Alternative, Co Rail Alternatives Evaluated, p54

Report-“.... Train vehicle to operate on steeper grades, around 10% to 15%”

Comment- An adhesion (non Cog) railway was built and ran in LCC over 100 years ago.

2.2.2.2.3 Rail Transit Alternative, Co Rail Alternatives Evaluated, p54

Report-the 5 alternatives for evaluation

Comment- why wasn't the same comparisons made for gondola and also include a Cog alternative that mirrors the gondola? It would be fair to have a Cog alternative from the base of LCC with a feeder bus (same as gondola). This seems like a fatal flaw in the report.

2.2.2.2.3 Cog rail Alternatives Comparison, p56

Report-Table 2-13 Capital Costs ranging from \$1.2 Billion to \$2.4 Billion

Comment- This translates to approximately \$180 Million per mile. UTA's first Trax line was built for \$9 Million per mile. Pike's Peak Cog Railway is being built for \$12 Million per mile.

2.2.2.2.3 Cog rail Alternatives Comparison, p 54-59

Reports-Tables and text

Comments-This entire section is fatally flawed. Not only are the capital costs absurdly high, the selection of Alternative 4B is obviously the one with the most impacts. Why would the author do that? How could Alternative 1 be screened out, when it essentially the same as the gondola (with feeder buses)?

An 8 mile Cog railway running at 15 minute headways can easily be run with a single track and some passing sidings. This system could follow the existing road. It was there before. It is less expensive per mile to build track than two lanes of traffic. Electrification would be nice but not required. The latest construction for retaining walls save on costs and minimize construction impacts.

Based on the above, the entire report is flawed and subject to major scrutiny.

Cog rail should be put back in the analysis and competently evaluated by non-biased parties.

2.2.2.3.3 Level 1 Screening Methodology, p66

Report-"...UDOT used 1.89 occupants per vehicle....."

Comment- why wasn't carpooling considered an alternative? It is the cheapest solution!

2.2.2.3.2 Level 1 screening, Table 2-20, p 67

Report- This table describes various walking times for transit patrons.

Comment- Why aren't there walking times at the resorts for auto users?

2.2.2.4.1 Level 2 Screening Results, p 75

Report-"Therefore, based on the high cost and impacts to residential properties and Section 4(f) properties , UDOT eliminated the cog rail alternative from further evaluation in the EIS"

Comment- A realistic rail alternative should be developed and re-evaluated.

3.0 Alternatives Development and Screening Process- Improve Reliability and Safety, p76

Report-"Improving reliability on SR 210 is focused on safety concerns associated with avalanche hazards and trailhead parking"

Comment- these are myopic and extremely limited focused criteria that don't fully deal with reliability and safety

3.1.2.2.4 Level 1 screening results, p 89

Report-Table 3-4 Level 1 Screening Results-Avalanche Mitigation. This table refers to 2018 and 2050 traffic volumes

Comment-these traffic volumes suggest an annual growth rate of 1% for the next 30 years. Is this realistic?

#6027 - Brad Rutledge, Wasatch Backcountry Alliance

I am submitting this official comment on behalf of Wasatch Backcountry Alliance and the thousands of members who we represent.

In our comment regarding the original EIS Scope and Need process in May 2018, Wasatch Backcountry Alliance's comment began with this statement: "Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210.

WBA firmly believes that before any transportation system is selected, there must be a thorough analysis of the carrying capacity of Little Cottonwood Canyon. This will help establish the volume of people that need to be moved up and down the canyon, which will invariably help determine which transportation system best fits that purpose and need. WBA strongly encourages UDOT to work with other stakeholders, including the US Forest Service and Salt Lake County, to undertake a carrying capacity analysis and to make that part of the current EIS.

With regards to the two options that use more buses (extended bus service and widening of the LCC road to accommodate yet-more buses), WBA continues to support the same concept that we stated in our May 2018 Scope and Need comment: "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." At this point in time, we do not think that Highway 210 should be widened to accommodate more vehicles, but that having dedicated times for buses and cars with 4 people (ie. 7-9am and 3-5pm) should be more thoroughly explored.

The most-recent EIS document clearly reflects a lot of work done on the part of UDOT, but it also generates many questions and we feel there are some important fundamental flaws that should be addressed. To that point, we have some comments about what we regard as key issues with this EIS:

> The current EIS does not address the concept of multiple Mobility Hubs other than the one on 9400 South and the one at the Gravel Pit. WBA thinks that the transit system needs to originate at locations around the valley (ie. U of U/Foothill, downtown, airport, WVC, Draper, West Jordan and points farther south, etc.) so that people can access the bus where they live, rather than

drive their car to a mobility hub to catch the bus. When faced with this choice, we suspect many people will choose to remain in their cars rather than use the bus.

> There is very little discussion of the needs of non-ski resort, dispersed users (in particular with regards to the White Pine trailhead, which has already increased in use to the point where it's dangerous due to on-highway parking in both summer and winter).

> We do not see any financial life cycle analysis (capital and operation, maintenance) of any of the options presented over the projected timeframe. Given that the least-expensive option will come at a cost of ~\$100 for every single Utahn, this is relevant).

> There is no mention of any interim solutions, and according to a UDOT spokesperson, UDOT has "no idea" what to do in the interim, nor are there any approximate timelines to actually identify what the "interim" is. LCC is facing an acute problem now that will only worsen, and the lack of timelines is a major missing component of the EIS.

> There is only token consideration given to the effects of each of the options on the vital LCC watershed, either by construction or ongoing use.

> There is very little/no mention of tolling on vehicles, though it is our understanding that the Utah state legislature specifically allocated considerable monies to UDOT to consider tolling, and as noted above, the Wasatch Backcountry Alliance is a proponent of tolling.

> The EIS provides no rationale for UDOT's winnowing of 35 different options to these three.

Based on our review of the EIS, the focus of the document and the tone of the online meetings on June 23-24, despite there being three alternatives in the EIS, it seems that the gondola option is being pushed as the preferred option. While we recognize that there may be potential benefits of a gondola operation, there are important components of it that we take issue with:

> Volume – the gondola as proposed will only carry about 1/3 of those people heading up LCC. This means that 2/3 will still be on the LCC road, so how does installing a gondola at cost of ~\$400M make any sense if it will not help alleviate the traffic issue currently plaguing LCC and the surrounding Sandy and Cottonwood Heights communities?

> Summer use – We understand that an important need of the EIS is to address the peak use times during the winter. However, traffic (and parking) in LCC is an issue year-round, and traffic-related issues are not limited to peak/storm periods. Summertime traffic as it relates to bicyclists needs to be addressed, particularly in the early fall when Snowbird's two-month long "Oktoberfest" is in full swing, given that event has a large focus on drinking alcohol at the top of a steep windy canyon.

> Schedule – Backcountry enthusiasts, employees, and contractors travel the canyon at all hours. Scheduling gondola availability for only the peak skiing hours transforms it from a transportation solution to a taxpayer-paid ski lift that benefits two private companies that operate largely on public land.

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> Roadway use – will vehicles driving up the canyon be tolled? The state legislature allocated a lot of taxpayer dollars towards the concept of tolling, and creating financial disincentives to drive up the canyon and use the gondola (or any transit system) is imperative. This could also include paid parking in all of upper LCC (ie. starting at Snowbird Entry 1).

> While fees and schedules could easily be considered TBD details and perhaps that is why they were not included, the gondola's schedule and fees are essential components to its success.

> Highway 210 improvements – there was no mention of improvements to Hwy 210 in addition to the gondola. For service vehicles, delivery trucks, residents, emergency vehicles, and those who don't use the gondola, the threats that the canyon represents will still exist. For example, if the gondola is chosen, will any improvements be made to Hwy 210, ie. snowsheds?

> UTA buses – there was no mention of bus service; again, perhaps a TBD detail, but given the continued growth in use, there is no doubt that bus service will be an important component as well even if the gondola is chosen given that a majority of people will still be traveling up LCC on the road.

> Convenience of travel – the three-step process for getting up the canyon using the gondola (drive your car to one of two intermodal hubs, put on your ski gear (plus potentially help your kids with their gear) to get on a bus, get off the bus to get on the gondola, and finally get off the gondola to ski, knowing in the back of your mind that you will have to reverse this process in a matter of hours) will create awkwardness at best and a strong disincentive to many at worst. There needs to be a better way to get people from where they live to the gondola terminal, including a regional transit system from across the SL Valley and potentially additional parking at the gondola itself. It's important for UDOT to understand that skiers and other mountain-lovers have a typically-irrational perspective on time/efficiency of access; "Powder Fever" is a real thing, and the prospect of using three modes of transit, taking at least 90 minutes, just to get to the ski area will be a strong dissuasion for many.

> Parking/traffic – a bottom terminal at the mouth of LCC will create the same traffic and congestion issues that prompted the closure of the existing parking lot to UTA bus service.

When coupled with buses trying to deliver people to the gondola and vehicles traveling up the canyon, could adding the gondola actually have a negative impact on travel?

> Timing – there was no discussion of the potential timing of gondola implementation beyond a generic goal of the 2050 plan. The problem is acute now and will only intensify over the next few years. The relative lengths of design/development/construction associated with the gondola vs the other options is important and should be part of an open and transparent process.

> Tourism – the concept of increased tourism value was discussed in the EIS; however, this was not identified in the Purpose and Need. The very thought that the gondola would be marketed as a tourist attraction seems contrary to the purpose of a gondola as it will put more pressure on its capacity, thereby leading to more traffic and congestion issues in the canyon. Additionally, this kind of marketing push flies in the face of the identified Purpose and Need in the EIS (which we think misses the mark as it does not consider the aforementioned need to do a capacity analysis).

In addition to the above comments, WBA firmly believes that any transportation solutions being considered must take a much wider view than the current EIS. The fact that Big Cottonwood Canyon is not being considered is a mistake given that what happens in one canyon will have a direct impact on use in the other. It also seems that other key stakeholders, including UTA, have not been consulted as part of the EIS, which would seem to pose immediate issues and risks with implementing any solution.

Wasatch Backcountry Alliance has formally been a part of the Mountain Accord and Central Wasatch Commission since the beginning of the former's process, and its board and members have been engaged in the community for decades prior to that. We understand the acute need and challenges associated with this process, and hope that our comments will be taken into due consideration to best help craft and create a solution that fits the current and future needs of the Salt Lake Valley residents and those people visiting the area who wish to explore and enjoy the beauty and majesty of the Central Wasatch.

#6031 - David Stein

Draft Alternatives and concerns:

Gondola – against.

- It would totally disturb the natural beauty of LCC.
- It would be dripping lubricants from all the towers (sheaves, just look on the snow under regular lift towers, VERY evident), each and every gondola (a 3S has two fixed cables that support and steady (against winds) the gondola) and the slack carriers have sheaves which drip lubricants. These lubricants will adversely affect water quality and this drinking water is VITAL for the Salt Lake Valley.
- The towers will be an environmental hazard in their construction phase (vehicles, erosion, disturbing of soils over both access roads, any temporary or permanent bridges needed over LCC Creek for all towers on the South side.
- The towers will also be a source of noise and visual pollution.
- It also would NOT provide either extended hours or four-season benefits.
- It also has both labor and operational expenses (especially power) during all hours of operation. These large O&M costs that would need to be shouldered by Utah taxpayers, for little benefit.
- It also provides no benefits to any LCC users except ski areas, anathema to the majority of Utah residents who don't ski in LCC.
- Since it is impossible to increase the throughput of a 3S gondola beyond its designed limit, it would also be a major expense for a permanent structure (destined to be a relic) that would only temporarily lessen traffic.
- It would also lead to many more buses permanently traversing Wasatch Boulevard leading to an inevitable decrease in quality of life and property values for residents near that road.
- The Gravel Pit Mobility Hub and "express" bus service to the gondola base station has MAJOR time estimate errors. UDOT assumed "articulated buses with a capacity of about 60 people per bus." Articulated buses do not have under-floor luggage storage bins like coach buses do. Where would 60 pairs of skis be stowed for the trip? How about 60-120 gear bags? They would either be all over the floor or occupying seats or both. What does this do to the time to load 60 people and all their gear? UDOT assumes 12 minutes from your car to being on the bus and ready for the bus to start moving. 12 minutes is hardly enough to find a parking space and get your gear out of your car (possibly out of a roof rack or aero-box). To say nothing of walking to the elevator (do you really think older folks or younger folks with lots of stuff or parents with kids and all that stuff will take the stairs?), waiting for the elevator, walking over to the counter, getting a ticket (if needed), then loading into a bus with gear all over the place, arguing with someone who put their gear on one of only seats left, trying to find seats together with your kids? Try at least 30 minutes, probably more like 45 minutes. Since the UDOT estimate of gondola travel time not including the bus portion is 51 minutes, this becomes 81-96 minutes. Since the UDOT estimate for traveling a personal vehicle up the canyon is 42 minutes you can

see why this will NOT be utilized by many people at all, except by (economic?) force which is odious.

See below for its inadequacy in meeting the Utah Central Wasatch Commission's (CWC) Staff Recommended Mountain Transportation System (MTS) Attributes and Objectives.

Enhanced Bus Service – against, especially the Snow Sheds (treated in a separate section since both Enhanced Bus Service alternatives include them). This applies to both “more buses” alternatives; with and without S.R. 210 widening.

- “More buses” has never worked long-range. As population and use increases, they become less and less effective.
- Diesel buses are slow, noisy, odious, and very inefficient when not filled to capacity. Their fuel is not sustainable. Their particulate emissions are hydrophobic and cannot act as snowflake nuclei, possibly adversely affecting snowfall. They add to air pollution, not as much as the autos they replace, but they do add to air pollution.
- They have major maintenance and fuel costs as well as replacement costs.
- They are not attractive. Have you ever ridden a ski bus? I did it once, yes ONCE back 30+ years ago. I would not recommend it except to experience how obnoxious it is.
- Two minutes to load a 60 passenger bus with all 60 people and all their ski gear?!? That is TOTALLY out of touch with reality. More like 30-45 minutes (see above).
- Where do these articulated buses turn around? It's tough enough for regular coach buses to navigate in the ski area parking lots. If more cornering room is needed, that would eliminate more of the parking spaces leading to more roadside parking.
- They are shut down during road closures and during avalanche control.
- They would not provide either extended hours or four-season benefits.
- No support to any LCC users except skiers, snowboarders, and some resort employees. Employees that need to be in before service starts or leave after service ends could not use the buses.

Snow Sheds – dead set against.

- Major environmental issues. Eliminate wildlife access to water (LCC Creek) for almost the entire length. Increased erosion. Drainage issues.
- Ugly, destroys scenic viewing of the canyon year-round for very little benefit (a few days a year of closures).
- Permanent damage to canyon. If a true solution is implemented the snow sheds will be an obsolete relic.
- Major negative impact on climbing and hiking access.
- Open-side columns are a safety hazard to vehicles and especially cyclists. I am a cyclist. The bike path outside the columns will almost never be used uphill and NEVER be used going downhill! Frequent concrete posts on one side, an unguarded drop-off on the other? After a VERY short time it will be coated with debris, sand and gravel, especially after a winter. How will

it be cleaned well enough to be safe to ride on? How often? What about broken glass, thorns, blown debris? Going downhill?!? A death trap. What unthoughtful non-cyclist thought this up? Take that portion of the bike path out of the design.

- The roadway shoulders under the show sheds will soon be littered with debris, especially towards the Jersey barrier protecting the columns from vehicles. No effective way to clean it. Cyclists will have to avoid it in order to avoid frequent flat tires and dangerous (or even deadly) falls. Is frequent street sweeping included in the O&M cost estimate? Not that I saw.
- The 4' overhang puts all the eroded sediment, debris and water right onto the bike path. Idiotic.
- Subject to landslide damage.
- Subject to extended closures if (when) avalanches or mudslides or landslides get into it. I have heard of weeks long closures. Murphy's Law says "if anything can go wrong, it will, and at the worst possible time". I think Murphy was an optimist.
- The earthen berm is idiotic and unrealistic in this scenario. To funnel an avalanche they need to be funnel shaped, so they cannot be vertical up the canyon wall or horizontal either. Imagine attempting to construct them on a steep, eroded hillside that is steep enough for avalanches. Impossible. They will be subjected to landslides, mudslides, and massive erosion. They would be a maintenance and environmental nightmare and enormous expense. Don't do them, we all will regret them!

S.R. 210 road widening – very much against.

- Will create very deep cuts into the hillside bank, creating erosion problems.
- Deep hillside cuts will affect climbing access over very long stretches of road.
- Deep hillside cuts will affect roadside climbing adversely.
- Deep cut and wider road increases the volume of avalanche material to be cleared, increasing expense and/or time to clear.
- Increases the scenic disruption greatly.
- Encourages more cars instead of reducing the auto traffic.
- Increases the impact on Little Cottonwood Creek as the road is already close to the creek in several places.
- Would encourage higher three-season traffic speeds, endangering cyclists more.

CWC Staff Recommended MTS Attributes and how Gondola (G), More Buses (B), and More Buses with widening (BW) satisfy each:

- G B BW Item
- Fail Fail Fail Environmental impacts are minimal and compatible with a sustainable environmental results
- Fail Fail Fail Reliability during all mountain conditions
- Fail Fail Fail Adequate frequency
- Fail Fail Fail Effect on the quality of recreational opportunities are protected"
- "• Poor Poor Poor Equitable Access (if fees charged, no three-season access)
- Okay Okay Okay Safety (G, B, BW close during avalanche control)

- Poor Poor Poor Efficient in moving people (low use still incurs almost same O&M cost)
- Poor Fail Fail Enhance experience for Central Wasatch Mountain visitors
- Fail Fail Fail Year-round access
- Fail Fail Fail Affordable/free transit (even if free to use, taxpayers pay)
- Fail Fail Fail Convenient
- Fail Fail Fail Quality of economic asset (only usable by skiers/boarders)
- Poor Poor Poor Reduces pollution (slightly, but not Renewable Energy powered)
- Fail Poor Poor Ability to move people to destinations (buses could stop for hikers/climbers)
- Fail Fail Fail Economical/Cost Effective (big tax burden for few beneficiaries)
- Fail Fail Fail Sensitivity to ridgelines (does not address BCC nor Park City access)

Objectives

- G B BW Item
- Poor Poor Poor Improve Transit
- Fail Fail Fail Disincentivize vehicles
- Fail Fail Fail Evaluate Carrying Capacity/Visitor Management
- Poor Fail Fail Incentivize transit
- Fail Fail Fail Assure year-round transit
- Fail Poor Poor Ensure trailhead access
- Fail Fail Fail Evaluate mix of private and public funding options
- Poor Fail Fail Achieve a sustainable result
- Fail Poor Poor Preserve wilderness characteristics in suitable areas
- n/a Poor Poor Improve bus experience short-term and long-term (not long-term)
- Fail Okay Okay Improve trailheads as part of transportation improvements
- Poor Poor Poor Reduce traffic congestion (temporary at best, ineffective at worst)
- Fail Fail Fail Improve ski-user amenities as part of MTS
- Fail Fail Fail Provide better ski resort connections
- Poor Poor Poor Increase transit use
- Fail Fail Fail Provide access for homeowners
- Poor Poor Fail Protect the environment
- Poor Poor Poor Assure protection of the watershed and water quality
- Poor Poor Poor Development around transit nodes (very limited nodes)
- Poor Poor Poor Use technology to optimize a MTS
- Fail Fail Fail Reduce or eliminate personal vehicles
- Fail Fail Fail Emergency egress
- n/a Poor Poor Improve bus traction/training short-term
- Poor Poor Poor Reduce fuels/wildfires
- Poor Poor Poor Reduce or continue to limit parking in the canyons
- Poor Poor Poor Improve communications to the public about traffic conditions
- Fail Fail Fail Accommodate current and increasing recreation demand
- Fail Fail Fail Consider both short-term solutions and long-term solutions (all short-term)
- Fail Okay Fail Protect visual quality of the Central Wasatch Mountains

#6053 - Tom Diegel

I wrote most of the Wasatch Backcountry Alliance comment so i will post that below. But i have a few more comments beyond that from my personal perspective:

1. I have been very disappointed that udot chose to exit the broader process; you missed The Opportunity to work closely with all stakeholders on a more comprehensive plan for the whole area. So it's hard for me to think that you have a broader picture in mind.

The fact that UDOT doesnt seem to have any interim solutions, ignores bcc and wasatch back issues as well, rejected other potential transit options such as rail, didn't work with any other stakeholders to identify potential a mobility hub closer to the mouth of LCC, and didn't work with UTA to clarify if they can even accommodate your ideas is indicative of the fact that UDOT is an unwilling partner when partnering is sorely needed. I am particularly annoyed that you aren't addressing summer use of your options, and no mention of tolling despite getting a mandate from the state to do so, which would provide funding as well as disincentivizing vehicles.

In short, I think UDOT clearly did a lot of work to get to this point, but there are huge holes and problems with the plan (and why is the comment box so small!)

The wasatch Backcountry Alliance comments (again, that I mostly wrote) are pasted below

In our comment regarding the original EIS Scope and Need process in May 2018, Wasatch Backcountry Alliance's comment began with this statement: "Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient year-round multi-modal transportation scenario for improving the current traffic situation in Little Cottonwood Canyon (LCC). The system we envision must be capable of providing efficient and predictable service for travel to both developed locations (ski resorts) and to trailheads and other stopping points for dispersed use in LCC. Any improvements being made in LCC should be tied in to a larger transportation system that serves and benefits the entire Central Wasatch." To that end, with regard to the current LCC EIS, WBA supports enhanced busing with no widening of Highway 210.

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#6084 - Matt Sibul

July 10, 2020

Comments on Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS)
SR 210 – Wasatch Boulevard to Alta
Alternatives Report, June 8, 2020
Utah Department of Transportation (UDOT)

By Matt Sibul: resident, engineer, and canyon enthusiast

Big Picture, High Level Comments

1. From a process perspective, UDOT has done a great job to get public feedback on the alternatives that will eventually go into the Draft EIS, due out next Spring (2021).
2. UDOT should not have eliminated the cog rail train from the alternatives report as a part of their EIS Alternatives Report. It was a fundamentally flawed analysis and needs to be re-visited.
3. The train is best overall long term, year-round and cost-effective solution.
4. The report is biased and does not have the Cog Railway on a level playing field with the other alternatives.
5. UDOT and their consultants chose one of the most expensive rail design options while grossly exaggerating the capital cost estimates and compared it to the simplest configuration and cheapest gondola solution.
6. It is not too late for UDOT to revise the alternatives that will go into the Draft EIS.
7. The lack of a level playing field in which the alternatives have been developed and analyzed to date would undermine the “tried and true” NEPA process and could be grounds for an environmental challenge.
8. It is bad public policy and completely absurd for the alternatives to be evaluated and presumed to only be operating during winter months. Any of the alternatives involve a large level of cost, and they should be utilized year-round.
9. The gondola is primarily a ski resort chair lift. There would be no ability for passengers to access hiking trailheads or backcountry ski entry points. Yes the ski industry is important to the economy of Utah, but this seems like an over-reaching public subsidy to private industry.

10. Not only should the Alternatives section of the EIS be re-evaluated, but the project's purpose and need is inadequate. Why would there not be a component of regional connectivity to the rest of the transit system? A gondola is a completely new and awkward form of transportation that has no nexus to the existing rail system along the Wasatch Front. A lot of thoughtful and strategic work has happened over the past 20 years by UTA and UDOT; this LCC EIS completely throws this out the window.

Specific Technical Comments

1. A life cycle cost analysis is the best tool to compare a diverse set of modes and should have been prepared.

2. The alternatives are not equally addressed and evaluated. The report is clearly biased towards making some alternatives look better than others. In order for alternatives to be fairly compared, they need to have a similar basis. You cannot compare a rail line from 9400 S. and 2000 E (with urban traffic and residential/business issues) with a gondola at the base of Little Cottonwood Canyon fed by buses from 7200 S. and Wasatch Boulevard.

3. A 9-mile Cog Railway is being completely rebuilt in Pike's Peak, Colorado for a total cost of \$110 million or \$12 million per mile. This report uses \$138-\$169 million per mile.

4. A train can be built with minimal construction impacts as seen by the real-world experience in constructing the Pike's Peak Railway.

5. A train is the most environmentally friendly for air quality, watershed quality, energy consumption, congestion relief, economic development, land use management, pedestrian compatibility, and visual aesthetics, and is the most consistent with the Canyon's core values. The impacts to our wilderness areas and boundaries are unclear.

6. A Cog train has the highest potential carrying capacity of all the modes and can easily be adjusted for peak vs off peak demand, and it can service intermediate stops. A gondola does not have this ability.

7. The report suggests a gondola every 25 seconds or a bus every 2.5 minutes or a train every 15 minutes. In the canyon, in both directions, this means a gondola every few hundred feet or a bus every quarter mile. Imagine the visual aesthetic impact of these alternative versus that of two trains every hour.

8. Although a massive park and ride lot for 2500 cars is recommended for LCC needs, the report ignores the parking needs and requirements for BCC. Stalls for up 5000 cars might be necessary for both canyons and all users.

9. Evacuating passengers from gondola cabins is extremely dangerous, especially in inclement weather.

10. Most major capital transit investments require a long-range travel forecast. The analysis picks a 2050 horizon year but makes no assessment of what the needs are. Additionally, in one place, it refers to a 2050 auto count which only represents a 1% growth rate per year. This has NEVER happened in Utah since we started keeping traffic counts. Typically, in Utah, we have had a 2% population growth rate and a 5-6% increase in traffic annually. Any forecasts that suggests a 1% growth rate are suspect and could be challenged.

11. The only fair comparison between modes is Life Cycle Costs. Especially when the horizon year is 2050. Why wasn't this done? It is standard industry practice. In this time period a bus would need to be replaced 3 times whereas a train is able to last much longer. Many rail systems are 50+ years old. Additionally, the biggest costs in transit is the cost of labor. A bus carries 42 passengers with 1 operator, a train carries 240 passengers with 1 operator. Typically, the costs for operations and maintenance are greater in a 30-year time frame than the initial capital costs. The failure to address Life Cycle Costs seems to be a systemic failure of the report and it questions the validity of the entire report.

12. The report poorly and myopically addresses the purpose and need. For example, it only refers winter service. But this is not in the purpose and need. The 30th highest traffic count may work for highway design but is not relevant for transit planning. As another example, the purpose and need talks about safety but the only real measurement they use is the protection from avalanches. It's possible that this was written when UDOT was just looking for short term solutions and not sufficiently thought through for larger capital expenditures. This appears to be a major process weakness and could be subject to a legal challenge

13. An appropriate and fair EIS would provide similar alternative scenarios to compare. A gondola from the bottom of LCC with a feeder bus is not comparable to a rail alternative from the middle of the valley in an exclusive corridor up LCC. Clearly the residential impacts of rail in the 'city' are significant. The report should have used the same feeder bus alternative as the gondola. Additionally, the author placed the Rail alternative in an exclusive alignment when it clearly could have been placed in the same location of the bus-only lane. These biased, unbalanced and unequal comparisons raise serious questions.

14. The protection from avalanches is not the only safety factor to be considered. The report Does Not consider the safety of riding in a particular more. Why was this? It is a standard level of professionalism that was not applied.

15. A big advantage of railways is its adaptability to fit into any built environment. Historically, the road in the upper parts of the canyon are built on top of the LCC railway that was constructed and operated over 100 years ago.

16. The Pikes Peak Cog Railway in Colorado is being built for \$110 M or \$12 million per mile. It has many of the same characteristics that are applicable to LCC. There are many examples and lessons learned that Utah should apply to this analysis.

17. A Cog rail can be constructed adjacent to the roadway with state-of-the-art construction that minimizes impacts and costs. A Cog railway can be built as a diesel system and converted to electric in another phase.

18. There is no forecast for future use. This is unprincipled. The report just simply tries to compare modes to match a certain hourly capacity. Major capital transit Investments require knowing what your build-out future year ridership is.

19. The report does not respond to its own purpose and need. This is a typical Achilles heel for EISs. For example, the report should have evaluated all the safety factors that might impact the Little Cottonwood Corridor, yet the only safety criterion it evaluates is protection from avalanches. Although this is an important feature, the report totally disregards the larger safety picture. An evaluation of the safety of driving on the road is completely missing as is a comparison of safety between transit modes. As another example, there is no discussion of the safety aspects of evacuating patrons from a disabled gondola between towers. Additionally, the report does an inadequate job of addressing congestion relief. It does not address the impact of those cars and buses coming to a base lot and feeding a gondola. The report mentions a 2,500-car parking lot would be needed at the mouth of BCC. It ignores the travel issues in BCC and fails to point out that additional stalls would be required for BCC . External travel trips are typically included in EISs. This would bring this parking lot total closer to double its recommended size (potentially 5,000 cars!).

20. The report appears to ignore an overwhelming number of comments that support including rail as an alternative. This reflects a clear bias of the report.

21. Many of the transit costs and issues are incorrect or all together ignored. A typical problem with transit is deadhead time and costs. The public hates seeing empty buses. The report fails to address the massive expense of taking a large fleet of buses from a central garage and deadheading them throughout the day. It uses NTD data base for bus operating costs which reflect the cost of running buses in the city. It is NOT the same as running in the canyons.

22. Most striking is the discussion on frequencies. The report refers to a train running every 15 minutes, a bus running every 2 ½ minutes (or 1 ¼ minutes in both directions) and a gondola every 25 seconds (or virtually a string of gondola cars in both directions). This suggests that at any one point in time, there would be either 3 trains or 48 buses or 120 gondola cabins. This translates to a gondola cabin every 800 feet (or 400 feet in both directions) from end of the canyon to the other. The report ignores these visual impacts.

23. The report's cost estimates for rail are wildly inflated. Contemporary estimates are about \$58 million per mile and Pikes Peak COG Railway in Colorado is being built for far less -\$12 million per mile. This is substantially less than the report's estimate of \$138-\$169 million per mile. Additionally, while the overhead costs for the gondola are only 10%, the report uses a whopping 47% increase in costs for overhead on the rail. This is hundreds of millions of dollars in unnecessary costs.

#6100 - Craig Osterloh

The following is the response to the UDOT Little Cottonwood Canyon EIS Draft Transportation Alternatives. The response is from 27 members of the Little Cottonwood Canyon community, which is the area east of Wasatch Blvd between SR-210 and SR-209.

Little Cottonwood Canyon Community Response to the

UDOT Little Cottonwood Canyon EIS

After evaluating the three alternatives presented by UDOT for comment in the Little Cottonwood EIS, we believe option 1 is the best alternative because it makes the least impact on the canyon with an average, but reasonable transit time. Although the transit time for Alternative 2- Enhanced Bus with road widening would reduce travel time for both bus and car passengers, the impact to the canyon by widening the road should not be justified for this reduction.

UDOT Alternative 1 and Alternative 2

These two alternatives provide advantages over alternative 3:

They are scalable solutions where service can be increased or decreased depending on demand. Also, Alternative 1 is scalable to Alternative 2 if we later find it is insufficient. (Note that under either alternative, the snow sheds should be built to handle road widening in case that becomes necessary.)

They provide the possibility to serve other canyon destinations in the summer, not just Alta and Snowbird.

The use of selectively placed avalanche sheds will have a positive impact on reducing road closures and snow removal time in those areas deemed to provide the greatest benefit.

Bus routes originating from the north and from the south create the most direct/efficient routes to the ski areas. In addition this alternative provides express buses minimizing the number of enroute stops and avoids the two Snowbird stops for riders continuing on to Alta.

The Central Wasatch Commission has discussed the inclusion of disincentives for continued private vehicle use such as variable tolling. These tools should be used to support increased public transit or high occupancy use.

These options are both faster than alternative 3.

We believe alternative 1 is preferred as it can achieve 80% of the gain with less impact to the canyon, than #2, provided that disincentives to private vehicle use are employed.

UDOT Alternative 3 — Gondola

Other than creating a very sexy travel brochure for two ski areas this option provides little value for the majority of riders, local residents and taxpayers.

The transit time of 63 minutes for Alternative 3 takes too long and will not motivate people to get out of their cars and take public transit. For people coming from the south, this calculation does not include the additional car travel time to drive north past the mouth of LCC to the mobility hub to then backtrack to the gondola. This will be a tough sell to local skiers.

Alternative 3 presents a false choice. By removing the Snow Sheds and the 94th South Mobility Hub, it shows a false cost savings. These items are necessary and we believe will eventually be included. They should be included to make a fair financial comparison.

The exclusion of avalanche sheds for the proposal should make this option a nonstarter. The 70% of remaining car traffic (per UDOT assumptions) will be subject to the same road clearing delays creating the same gridlock for neighborhoods as the present state. UDOT clearly stated that the exclusion of the shed for this alternative was done to make the cost comparison to the other options more attractive.

The gondola serves just 2 fixed destinations in the canyon. Hikers will still be driving cars to the various trailheads when the ski season wanes. The gondola will do little to reduce vehicle use year round as has been an objective of Mountain Accord and the CWC.

UDOT's vision for the gondola station is that kiss and ride traffic, or riders who otherwise did not originate at the mobility hub, would be prohibited access to the station. We have little faith that such a restriction can or would be maintained going forward. We believe that the gondola proposal is the proverbial "camel's nose in the tent". Regardless of how well intentioned UDOT and the political powers are, eventually, the political will to prevent "kiss and rides" and parking at the gondola will fail. This will result in new drop off zones, expanded parking structures, and continued worsening congestion at the canyon mouth, and beyond. We believe that this could result in delays far worse than they are today.

Carrying Capacity and Other Issues

The additional critical points regarding the future of LCC are related to but not directly tied to the UDOT EIS.

Canyon Carrying Capacity

When making changes to an existing current state there are desired outcomes and often undesired outcomes that can be anticipated or unanticipated. What do we want the canyon experience to be and how will any related decision impact that vision?

Two key published drivers of UDOT's project are safety and reducing/eliminating traffic log jams/delays occurring on powder days. To what degree does a specific transportation choice introduce perhaps an unpublished objective: increase the number of visitors to the canyon?

Snowbird and Alta have made public their belief that when their parking lots are full there is still plenty of capacity on the slopes for additional skiers. The comparative density standard they are applying is that of the ski experience found at California resorts which is greater than normally enjoyed here. The Forest Service leaves the management of the skier experience up to the respective resorts.

Currently canyon visitor occupancy is indirectly controlled by the limited parking at the resorts, trailhead parking lots and whatever off highway space drivers can find. In many ways LCC's transportation challenges have helped slow use demand relative to an increasing population.

The Forest Service also takes no position regarding the capacity of visitors during the summer. They employ strategies to mitigate the impact of increasing numbers: closing areas that have become "worn out", harden trails (asphalt), increase parking lot size, install toilets, etc. What they won't do is promote discussion with the general public on what is the desired experience of visitors to the non commercialized canyon sites. When does an increase in volume of visitors degrade the outdoor experience?

Over the years both BCC and LCC have gone through incremental change without the benefit of a formalized carrying capacity study: how much activity can the canyons handle? You can put a lot of skiers on 10' of snow without necessarily degrading the ecology. Summer visitation is different. At some point nature cannot accommodate an increase in users.

Mountain Accord went through its process and made their recommendations without conducting a capacity study. The CWC has agreed a study should be done not only on how capacity impacts the ecology but also on how capacity impacts the subjective experience of the visitor. However, the Commission is requiring any CWC study to be done simultaneously with other CWC initiatives that are part of its charter. And yet here we are considering transportation options, without the benefit of a consensus on the canyon carrying capacity, that may have both anticipated and unanticipated consequences.

Sometimes it feels that we are expecting more out of these canyons than they can deliver based on their ecology, small size and importance to valley water supply. They are unique and special places.

A carrying capacity study that includes a visitor's desired experience component needs to guide decisions regarding LCC.

Socializing cost, privatizing profits

The gondola solution requires major capital dollars for permanent transportation infrastructure to be built, operated and maintained in LCC. While safety and traffic flow are the primary concerns driving the initiative the proposed transportation system serves and solely benefits two private businesses. If this solution is selected it would be appropriate that the two private businesses solely benefitting from this public project make a significant contribution to the cost of the installation and its ongoing operating costs (beyond just providing passes for employees and season passholders).

Growth and development confronts "life elevated"

The phase "life elevated" appears over a scenic Utah back drop. We market and sell this untouched natural beauty to attract business and development. Yet it seems like development and growth reigns supreme in this state. At some point in time this strategy runs smack into the image of scenic Utah and brings diminished returns.

Several years ago both Mountain Accord (MA) and Envision Utah projected massive increases in regional population over the next 20 years. As part of their argument for change MA inferred that all the demand for recreational activity from this growth would be channeled to BCC and LCC. We just needed to figure out how to put all that increased demand into the existing recreational "container". Perhaps a better solution for Utah would be to find or develop additional outdoor recreational options: create new campgrounds, hiking trails and reservoirs to handle increased demand.

Yosemite has a reservation and lottery system to climb Half Dome via its cable system. Zions prohibits personal cars and is considering a reservation system for park entrance. The Wave trail in southern Utah requires reservations. Finite fragile resources require changes in how we share and use them.

The nature of small box canyons with vertical walls in a watershed area does not present the same development opportunity as does the open space that surrounds places like Park City, Vail, Beaver Creek, and Whistler Mountain. Yet MA had members who advocated a cog train along 9400 south and up LCC (which UDOT appropriately determined unfeasible for several reasons). In contrast, Jackson Hole has done a nice job limiting development sprawl at the base of their mountain and in providing bus service from town.

Signatories

Craig and Kimiko Osterloh
Mike and Susan Marker
Doug and Susan Vogeler
David and Michele Hart
Mike and Rachel Robinson
James and An Anderson
Steve and Melissa Schaefer
Brad and Amy Butterfield
Craig and Ranae Zimmerman
Scott and Toni Whipperman
Jeff and Victoria Schmidt
Taylor and Jean Hartman
Mike and Denice Osterloh
Robert and Ann Weaver
Robert and Linda Grow
Matt and Kim Osborne
Ivan and Tamara Lazarev
Craig and Betty Wardle
Clark and Judy Sessions
Lear and Lonni Thorpe
Robert and Carrie Meek
Kent and Farrah Crawford
Rich and Valarie Winwood
Nate and Jenna Kimball
Christian and Kiersten Winwood
Amy Winwood
Monte and Mary Yedlin
Gary and Nancy Peterson

#6235 - Nicholas Gibbs

Nicholas Gibbs
July 10, 2020

Utah Department of Transportation, Et. Al.
Re: Little Cottonwood Canyon EIS 2018

Identity of Commenter and an Observation

I am 61 years old and a home owner in the Town of Alta. Before building our current home in 1977 my father, Peter Gibbs along with his brothers Edwin and Bill and their sister Mary Adele built the Peruvian Lodge and opened for guests in 1948. My family owned and operated the Peruvian Lodge until shortly before we built our current home in the town of Alta. I have spent my entire life driving up and down Little Cottonwood Canyon. Presently, I drive up and down Little Cottonwood Canyon very frequently, as do my wife and sons. I am an Alta season ski pass holder as are my wife and sons and I am intimately familiar with the traffic situation in the canyon year round.

I believe that the existing road in Little Cottonwood Canyon is adequate 98% of the time. In fact it is significantly better than when I was a boy and through my 20's. I find it extremely uncommon to have major traffic jams in the canyon itself. Once in the Canyon the traffic seems to flow. Improving Wasatch Blvd and North Little Cottonwood Canyon Road so that busses can get ahead of any car traffic jams on Wasatch Blvd is vitally needed. Improving Wasatch Blvd is critical regardless of which of the three outlined options is selected.

I do not support additional lanes in Little Cottonwood Canyon. While I believe that it is essential to give the busses some means to pass vehicles on Wasatch Blvd, I question the need of dedicated bus lanes in the Canyon. While the canyon road may be near its limit on the very few busiest days, it is adequate without substantial improvements if steps are taken that reduce the number of cars in the canyon.

Below are 11 specific comments.

Comment 1: The solution is more people in fewer vehicles. This includes more people using the bus system and incentivizing high occupancy in private vehicles.

With respect to buses you can incentivize people to use them by a having a bus service that is frequent, reliable and inexpensive. Reliable service includes service that can bypass the worst of the traffic jams on Wasatch and North Little Cottonwood Road and get to the head of the line at the mouth of Little Cottonwood Canyon. Inexpensive is a relative term, and bus service needs to be inexpensive compared to other options. One means of making this occur is to put a price on driving private cars.

The occupancy of cars can be increased by putting a toll on those who drive up the canyon. This also makes the bus look more attractive. A toll system should be automated like EZPass on the East Coast.

Occupancy of cars will also increase if cars that are not carpools must pay to park. The pay-to-park scheme adopted by Solitude resort last year should in some form be adopted by Alta and Snowbird. There may be other means to get more people in fewer vehicles that should be explored. A "Busses Only" rule in effect for the first few hours of each day would reduce the number of cars. Please note that all of these steps, except building another lane or a bus lane between the mouth of Big Cottonwood and the mouth of Little Cottonwood, are very inexpensive compared to the options outlined in the EIS.

Only after these steps have been taken and have been found to be wanting should UDOT consider an enhanced bus lane in the Canyon or an aerial tramway. Go for the low hanging fruit first before expensive "fixes" that may not be necessary if better bus service, tolling, charging for non-carpool parking and the like do not solve the problem.

Comment 2: Stage some of the improvement and be flexible. UDOT should make some of the improvement before others. For example, UDOT could improve Wasatch Blvd and North Little Cottonwood Road, implement tolling and/or fees based parking, then wait and see how much the traffic is reduced. UDOT can then analyze how well the improved system works before the massive expenditures on other options such as the aerial tram or additional lanes in the Canyon.

Comment 3: The goal of getting 30% of the cars off the road by 2050 is far too low. This is an absurdly low goal in light of the amount of the proposed expenditures under any of the options.

The tools discussed above could get 30% or more cars off the road in short order. These include 1) reliable, frequent and inexpensive bus service 2) bus service that can bypass any traffic jam on Wasatch Blvd. and North Little Cottonwood Road, 3) tolls so that there is a cost to taking an automobile up the canyon, and 4) fees to park at the resorts if the car is not a carpool (as Solitude resort implemented last year). Some combination of the use of these tools could significantly reduce the number of vehicles in the canyon. As a boy and young man I rode the bus every weekend to and from Alta. It was a round trip from the Olympus Hills Shopping Mall to the Gold Miner's daughter and it was cheap, convenient and easy.

Comment 4: Intermodal hubs and parking structures are a crucial step to get more people out of their cars and into busses. In addition to the two planned hubs, consider (re)purchasing the large no-man's-land between Olympus Hills Mall and I-215 and adding 39th south to the possible parking areas. The existing park and ride at 39th south for UTA could be expanded if UDOT (or the County?) staging area for snow plows were moved and the park and ride tripled in size.

Comment 5: Expansion of Wasatch Blvd and North Little Cottonwood Road. The residents in this area are concerned about this corridor becoming a highway and are urging that it be kept as a two lane "street" and not be a road. Efforts to accommodate the residents in this area should be made, but it is absolutely essential that at a minimum a south bound bus lane be constructed. The SaveNotPay group seems to recognize this in their literature. To reduce the "highway feel" in this area consider lowering the speed limit on North Little Cottonwood Road from 50 to 40 mph. It is already 40 in the Canyon and 40 as northbound cars approach Wasatch. Make it consistent. And while taking what action you can to appease the people who have chosen to live by the road to the ski resorts, expand Wasatch Blvd and North Little Cottonwood Road.

Comment 6: Snow sheds do not appear to be worth it. An expenditure in the range of \$100 million dollars for snow sheds increases the likelihood that skiers will have better access to the ski resorts for about 5 days each year. Even that is no guarantee. Some years there are no major avalanches so the sheds are not needed. Other years the slides are plentiful, but the snow sheds do not guarantee that there will be resort access. In the 2019/2020 winter the sheds as outlined in the EIS would have protected the road from only 40% of the slides, so resort access would still have been reduced for 2 or 3 days anyway.

Comment 7: The EIS fails to adequately evaluate or consider the impact of charging a toll to drive up the canyon. If a goal of the project is to reduce the number of cars in the canyon, tolling is a very important tool that should be implemented. Tolling is one of the factors that makes the bus seem like a better deal. The EIS should not gloss over this option but include realistic plans to implement tolls including an automated system like EZPass on the East Coast.

Comment 8: Charging for parking. The EIS does not adequately consider how charging for parking would reduce the number of cars in the canyon. Charging for parking tends to incentivize people to use the bus and incentivize car pooling. While it is true that the parking lots at the ski resorts are not under the control of UDOT, UDOT could work with the resorts to implement fee based parking.

Comment 9: UDOT must consider the impact of traffic regulations as part of the EIS. Traffic regulations are a means of solving some of the congestion problems and need to be considered in the EIS in addition to the focus on building infrastructure. The issue of road side parking can be used to illustrate this point.

The EIS calls for expansion of the White Pine parking lot to reduce the number of cars parked along the side of the road in Little Cottonwood Canyon. UDOT says roadside parking creates a danger year round and in addition in the wintertime it hampers snow removal.

It is questionable whether a parking lot could be constructed that would meet peak demand for the popular hiking and backcountry trailhead at White Pine. It is an environmentally sensitive so the size of the parking lot has to be weighed against environmental consideration. Let's assume

UDOT gets approval to build the largest parking lot set forth in the EIS. What happens if this expanded parking lot does not meet peak demand? The options are to prohibit roadside parking and have the parking lot be first come first serve, so some folks would find that they need to abort their planned adventure up White Pine when they arrive too late to find a parking stall. Another option is to continue to allow road side parking in the summer months for overflow demand. Better yet, during warmer months have the bus service stop at White Pine Trail Head and Lisa Falls.

Continuing to allow roadside parking, which is a matter of traffic regulation, may be the best option, regardless of whether or not the White Pine trailhead parking lot is expanded. The speed limit in this area (traffic regulation) could be reduced. The limit is currently 40 mph but the area is just several hundred yards from the point before Snowbird where the speed limit on 210 is 30 mph for the balance of the road to Alta, where it drops to 25 mph.

This area with roadside parking could also be managed something like a school zone and have flashing signs that reduce the speed limit to 25 mph on those summer weekend days when everyone seems to want to go White Pine. That would be a better solution than banning road side parking.

Does UDOT propose to treat Snowbird's Octoberfest the same way it treats backcountry enthusiasts using the White Pine trail head? Currently for roughly six weekends each fall roadside parking is permitted along the entirety of Little Cottonwood Canyon Road in the Snowbird Area, and it is often full to capacity. Road side parking is also permitted there during the ski season. If UDOT bans roadside parking at White Pine it seems logical that it must ban it also near Snowbird, possibly in both winter and summer.

A better solution is not to ban roadside parking in its entirety but manage any safety concerns through traffic regulations and enforcement, and these should be addressed in the EIS. Allow roadside parking near White Pine when the parking lot is full. Deal with the safety issue by treating the area like a school zone and significantly lower the speed limit at certain times. Similarly, permit roadside parking at Alta and Snowbird. Deal with any safety concerns this creates through traffic regulations and enforcement.

While I have long thought that road side parking was preferable to paving national forest lands with parking lots, I am impressed with the recently constructed parking lot at Rattlesnake Gulch in Millcreek Canyon and recognize some expansion of the parking lot at White Pine is inevitable.

Comment 10: The aerial tram is a dubious solution with multiple drawbacks. The Tram is very expensive when compared to other options. This is especially true if we accept that a few days each year without access to the resorts by car due to avalanches, which inconvenient, does not mean that a \$100 million investment in snow sheds is worth it. Without snow sheds on the road

the Tram is by far the most expensive option. Since the problem can be solved by the much less expensive steps outlined elsewhere in these comments, the expensive tram option should be discarded.

The Tram serves only the resorts. It does not solve any other canyon transportation uses. The Tram would take longer than cars, especially since access to the tram is likely only by bus. Why would someone get out of their car and take a bus, then transfer to the tram, when could stay either in their car or on the bus and get to the resorts faster? Consequently the use of the tram by skiers is unknown. It may assist getting skiers to the resorts on a few snowing days but otherwise is a dubious proposition. While one can imagine a few days each year where the roadway is jammed up and a few happy skier bypass the traffic by getting to the tram, overall this expensive option is little more than a Disney ride. UDOT needs to focus on solving the transportation problem, not building an amusement park ride.

Comment 11: This whole process may be flawed because there has not been a study to determine the ecological limits of humans in the Canyon, also referred to as the "carrying capacity." The EIS seems to presuppose no limits. Considering determining these limits before building more infrastructure.

Respectfully,

Nicholas Gibbs

#6254 - Gregory and Karen Heath

Preliminary Observations:

Use of Little Cottonwood Canyon (LCC) is not going to go down in future years—which the draft EIS acknowledges. As the population of the State continues to increase, and as travel here from elsewhere continues to increase for skiing as well as other outdoor activities in all seasons, use of the canyon will continue to increase.

There is a practical limit to how many vehicles can be accommodated at the top of LCC, and we are approaching (and perhaps at times exceed) that limit now. Over the medium and long term, it is imperative to find an effective alternative to a large share of the private vehicle use during high-demand time periods and to preserve the canyon as much as possible.

1. Widening Wasatch Boulevard to four lanes between Bengal Boulevard and Little Cottonwood Canyon Road

Widening Wasatch Boulevard from two lanes to four lanes between Bengal Blvd. and the “T” intersection where Wasatch separates from North Little Cottonwood Road will, by itself, do nothing to solve any traffic problem, whether in the canyon or on Wasatch Blvd. As it is now, the two lanes coming south from Fort Union merge into one southbound lane just south of the light at Bengal Blvd. On heavy ski use days, particularly weekend and holiday and other heavy skiing days, a traffic jam from that merge point will extend back on Wasatch much of the way to the light at 6200 South. The one-lane traffic then crawls the rest of the way on Wasatch and onto North Little Cottonwood Canyon Road, and thence up the canyon.

The only effect of widening Wasatch to four lanes (two southbound) from the light at Bengal to the intersection with North Little Cottonwood Canyon Road would be to move the location of the point where two southbound lanes merge into one lane, which causes the initial traffic jam, south about 13 blocks or so to the North Little Cottonwood Canyon Road intersection. Then on the heavy use days there would be two lanes of jammed southbound traffic along Wasatch from that point extending back north instead of one lane of jammed traffic. There would be no effect on the one-lane congestion or jam from that point up into the canyon.

Nor would widening that portion of Wasatch have any significant positive effect on commuter traffic—again for the reason that Wasatch Boulevard south of the intersection with North Little Cottonwood Canyon Road is only one lane each way. For the southbound traffic during evening rush hour, the two southbound lanes would have to merge into one southbound lane at that intersection. Virtually all the evening commuter traffic turns right at that intersection to continue south on Wasatch. Northbound traffic south of the intersection during morning rush hour would still be one lane up to the intersection, and the additional northbound lane between the intersection and Bengal Blvd. (where the road widens to two lanes now) would make little

difference. The scope of the project doesn't even address Wasatch Boulevard south of the North Little Cottonwood Road intersection.

There is no proposal on the table or in the report to widen North Little Cottonwood Canyon from two lanes to four lanes up to the intersection with Little Cottonwood Canyon Road, and then to widen the road to four lanes all the way up the canyon. Indeed, as a practical matter, that would be very difficult. (One of the "enhanced" bus proposals would add a shoulder lane for buses in peak periods but nothing for ordinary vehicle traffic.)

For these reasons, widening Wasatch Boulevard to four lanes in the segment between Bengal Blvd. and the intersection with North Little Cottonwood Canyon Road will do nothing to alleviate the traffic problems. Unless widening that segment can directly facilitate and serve a major upgrade in non-vehicle transportation in the canyon (discussed below), it would be essentially a waste of millions of dollars of taxpayer money. The "public input" meetings held months ago to discuss ideas or possible proposals for how a widened road would be decorated, etc., were, frankly, little more than a frustrating distraction and were of essentially zero relevance to the fundamental problems. It appears that the only real beneficiary of those meetings was the highly-paid contract consulting firm from out of state that conducted the meetings.

2. Neither of the "enhanced bus" alternatives as proposed in the report adequately address the problems."

"Under either of the "enhanced bus" alternatives in the report, less than one-third of the vehicle traffic in LCC would be replaced by buses—and that's if everything goes right and people decide to behave in the way UDOT hopes they will. Particularly over the medium and long term, reducing vehicle traffic during peak periods by less than a third is inadequate. Moreover, under the circumstances, it is questionable that the public will behave as desired.

The enhanced bus proposals depend on proposed "mobility hubs" at the gravel pit north of Big Cottonwood Canyon Road and in the area of Highland Drive and 9400 South. These are both a considerable distance from the entrance to LCC. Taking a bus from either of these points means being stuck in the heavy traffic along either Wasatch Boulevard southbound or 9400 South eastbound during the peak periods (and that remains true even if Wasatch is widened between Bengal and North Little Cottonwood Canyon Road). There is simply no escape for the buses. If one has to sit in traffic, it is generally much more pleasant to do so with friends in one's own vehicle rather than in a crowded bus with a bunch of strangers, and having to haul your gear from the car to the bus and stow it on the bus.

Adding the bus-only shoulder lane up the canyon would add some incentive to take the bus because the bus (presumably) can make the trip up the canyon faster. But the question is whether that will provide enough benefit for enough people to make it worth it.

Further, one bus from each “hub” every 6 minutes— 10 buses per hour from each—likely will not be adequate over time. If one of the two enhanced bus options is chosen, there likely will need to be more buses and more frequent departure times.

The buses also add a lot of noise and diesel exhaust to the canyon and the canyon traffic. This is a significant environmental downside.

3. Aerial transit has much greater potential benefit and promise

The Aerial Transit Study (ATS) analyzed several possibilities, but at the same time admits its limitations and acknowledges that it does not address some key elements. Nevertheless, the ATS option appears to have much greater potential than either of the “enhanced bus” options.

The situation we face in Little Cottonwood Canyon is in many ways analogous to the situation in Zermatt, Switzerland, located at the head of the canyon below the Matterhorn and other world-famous peaks. Zermatt is, of course, one of the great ski and summer mountain sport areas of the world. The ski capacity there, and the numbers of users/visitors and associated transportation demand, substantially exceeds Snowbird and Alta put together.

The main transportation line from Zermatt up the mountain to Furi, and then to Schwarzsee and Trockener Steg, is a cable car system (that we think would be classified as a 1S system in the ATS study) that is extraordinarily efficient, safe, and effective. Each cable car seats 6, and there are racks on the outside for skis. One cable car leaves about every 12 seconds, which yields a capacity to move up to 72 people per minute, or up to about 4,300 per hour. Passengers change to a second line at Furi, a seamless process requiring walking a few yards, and take a second line that goes through Schwarzsee and up to Trockener Steg. The whole system operates automatically, without the need for an operator in a large tram, and with the passengers doing all for themselves quickly and efficiently.

In the context of LCC, it would seem logical to run such a line from near the junction of Little Cottonwood Road and North Little Cottonwood Road (Routes 209 and 210) to a point near the Tanners Flat campground (a trail could be constructed from there to the trail to White Pine and Red Pine Lakes for hikers), then a second line from Tanners Flat to Snowbird, and a third from Snowbird to Alta. It is the case, as the ATS study point out, that more towers would be required than for a 3S system, but the towers are smaller, shorter, and easier and to construct, and have a considerably smaller footprint than the large towers required for a 3S system. The Zermatt-Furi-Trockener Steg line has an outstanding safety record, and has been most satisfactory in the winter environment above Zermatt (including the winds). We would strongly urge studying this system, and recommend that UDOT consult with its operator, Zermatt Bergbahnen AG. (Schluhmattstrasse 28, 3920 Zermatt, Switzerland; phone: +41 27 966 01 01)

In September 2018, Zermatt Bergbahnen also began operation of a new 3S system between Trockener Steg and Klein Matterhorn with cabins that seat 28 each and with a capacity to move

about 2,000 per hour. (See <https://www.matterhornchalets.com/2019/05/08/3s-matterhorn-glacier-ride-zermatt/>)

We believe that if such a cable car system such as the one recommended here and associated parking facilities were available, thousands of skiers and other users of the canyon would happily avail themselves of it. Travel up the canyon likely would be faster, and certainly would be more relaxing and provide even better scenic views.

A cable car system such as the one recommended here would necessarily require construction of a parking structure at or near the beginning station. The logical place for such a structure would be on the east side of North Little Cottonwood Canyon Road near the current Little Cottonwood parking lot, building the structure into the mountainside and designing it in a way to incorporate it into the topography insofar as possible. We are aware of the numerous legal issues arising from Federal property ownership, permitting requirements, and other matters involved. However, solving these issues is unavoidably necessary to any medium-and long-term solution to the problems that any of the proposals are designed to address.

Indeed, even with the enhanced bus alternatives, we believe that it will prove necessary to build such a structure, or one similar in concept to it, in any event. Further, widening both Wasatch Boulevard and Little Cottonwood Road for the purpose of facilitating more efficient private car travel to such a structure more efficiently would appear to make some sense.

We believe that construction of a gondola system and associated facilities recommended here should not wait decades. Our traffic problems in the canyon are acute now. Once decisions are made, we believe financing and design should be pursued without unneeded delay.""

"4. It is necessary to find an effective way to limit the number of personal vehicles in the canyon on peak and heavy usage days

Because of obvious topographical and other physical limitations on available and potentially available parking space, and to reduce canyon traffic congestion, it is imperative to find an effective way to limit the number of personal vehicles driving up the canyon on peak and heavy usage days. Any proposed solution to the transportation problems needs to give users of the canyon adequate incentive to use the new system instead of driving personal vehicles (possibly including direct disincentives to drive personal vehicles). There are several possible ways to do this that will require further consideration and analysis. They include, but are not limited to the following, each of which can be further refined and adapted in a number of ways:

a. Charge all vehicles (except for residents and employees) a toll for driving up the canyon that is more than the cost of tickets for a cable car or bus and for parking at a "hub" or parking structure.

b. Prohibit driving up the canyon for all but employees and residents during peak or heavy use days.

c. Cap the number of cars (other than residents or employees) allowed in the canyon on peak or heavy use days, requiring everyone else who doesn't enter the canyon within the cap number to take the alternative system selected.

5. Other safety needs for Wasatch Boulevard need to be addressed without delay.

Whether Wasatch Boulevard is widened or not, there is a serious traffic safety issue that needs to be addressed in any work on this road. The intersection of Wasatch with Kings Hill Drive (on the east) and 8350 South (on the west), where Kings Hill and 8350 South are also slightly offset, is a dangerous intersection for left turns exiting the associated residential areas, particularly because of the curve in Wasatch Boulevard just south of this intersection which cuts off visibility of traffic coming from the south. It is important for the safety of residents in the neighborhoods on both sides of Wasatch that a traffic light be installed at this intersection. It is not necessary that the light cycle at set time intervals. Designing it to trigger when a vehicle arrives at the intersection and wants to turn left onto Wasatch would maximize traffic flow and efficiency.

In this connection, we strongly oppose adding roundabouts to Wasatch Boulevard. There is not sufficient space to construct roundabouts that would be large enough to be efficient and safe. Moreover, the cross-traffic coming from Bengal Boulevard, Honeywood Cove Drive, 3500 East, Kings Hill Drive, 8350 South, and Russell Park Road is not of a sufficient level to justify slowing the flow of traffic on Wasatch Boulevard that would result from constructing roundabouts.

6. The current speed limit on Wasatch should not be reduced

There are a few very outspoken residents who demand that the speed limit on Wasatch be reduced to 35 mph. For reasons that are difficult to fathom, these folks seem to believe that this would magically force commuters who now use Wasatch to use Highland Drive as a commute route instead, and will somehow solve what they seem to perceive to be the problems on Wasatch Boulevard. In our opinion, that view is completely unrealistic. It is unavoidable that Wasatch Boulevard will always be a main commuter artery.

Further, there are less than a handful of homes—perhaps 5 or 6— that actually front on Wasatch Boulevard in the 40 blocks between about 6000 South and 10000 South, and most or all of those are located in a three-block stretch between Kings Hill Drive and Russell Park Rd.

We are unable to see how reducing the speed limit to 35 mph would have any beneficial effect on traffic or related issues. It would accomplish nothing other than slower traffic and more traffic backups and frustrations during rush hours and other higher usage periods.

#6270 - C Craig Zimmerman

I truly appreciate the opportunity to make a few comments on the proposed UDOT alternatives for the Cottonwood Canyons, more specifically, Little Cottonwood Canyon. My comments are general and address the overall process that has been on-going since the Mountain Accord days. I have asked that my name also be added to a community analysis as one of a large group of home owners who live in and near the mouth of Little Cottonwood Canyon. My opinion of the proposed alternatives is included there and I truly hope that this will be actually read and given serious consideration as there was a great deal of study, thought and professional analysis that went into those comments.

Since the percentage of Utah residents that ski is only around 6-7% of the total population, there are a lot of tax payers and residents who will think of many more important uses for such huge amounts of our tax dollars. Too bad they know nothing of what is being contemplated for the benefit of two private resorts. So, before we all just roll over and accept the huge amounts of money being proposed for the benefit of privately owned resorts, I think it would be appropriate to begin posting the amounts of ski resort liability and responsibility toward these costs, and in specific detail.

For example, the proposed parking or "transportation hubs" will be a substantial cost. Should tax payers bear the cost alone or should the private ski resorts, reaping the benefits, be required to accept their responsibility? Consider that businesses in Utah are usually required to provide adequate parking for the commercial operation they are engaged in. I had the privilege of building and adding onto facilities for our company that served Utah and the Salt Lake Valley for 64 years. When we had to present plans to planning commissions before obtaining permits we were specifically required to provide on-site parking on our own property for the projected number of end users. An alternative for this was to provide validated parking stickers for other parking facilities, but the burden still fell to us for providing parking for the customers we served.

We were forced to accept the cost of parking for our customers one way or another. This prevented us from building larger buildings because we were required to have adequate parking on site where validated parking was not available nearby. Street parking was never a consideration permitted by the planning commissions we met with for approval.

It seems that the privately owned ski resorts have been able to avoid this normal business expense and responsibility with the help of our tax dollars and the allowance of roadside parking on our highways and neighborhoods. The normal requirement of parking for private businesses has been overlooked or forgiven by politicians from the various cities and county and that has saved these private businesses, (ski resorts), many millions of dollars. Is it not enough that our state pays for Millions of dollars of advertising world-wide for these private businesses?

I believe it is reasonable for citizens of Utah to expect that these businesses will be paying for the expenditures for these "transportation hubs", (parking facilities). It is past time that they

accept this responsibility to provide parking for their customers rather than allowing tax dollars to do it. In addition, the on-site ski resort parking facilities are inadequate and the roadside parking in the canyon is just one more problem that creates a safety issue as well as detracting from the overall expected experience of the end user. If private car usage is continued to be permitted then the resorts must be held accountable to upgrade their inadequate parking facilities on their own property.

This is merely one example of how the ski resorts are being provided with “special” consideration that other businesses do not receive. Some would call this discrimination against small business. A gondola option as suggested, would require significant outlay and the figures shown are intentionally misleading because they do not account for the snow sheds that would still be required or the roads would continue to be as dangerous and subject to the whims of the storms as they have been. This is the process that UDOT and special interest groups use. They low-ball construction estimates to get easier approval, a foot in the door, and then go back for funds to finish because initial estimates were intentionally low-balled for easier approval, but knowingly not enough for completing the project on budget. We can easily see this happening with the impractical gondola proposal.

Through all of this planning, the hundreds upon hundreds of homes that are adversely impacted by this rush to aid the ski resorts have received miniscule, if any consideration by UDOT or Wasatch/Mtn. Accord and the various stakeholders. There has been zero discussions or concerns about any relief for the home owners held hostage to ski traffic through our neighborhoods. If we are all in this together then don't just concentrate on how to improve things for the top of the canyon, but rather consider solutions for the very bottom of the canyon equally. That brings me to one of my main concerns and that is the limited scope and area considered in the initial EIS.

FLAWED EIS – Despite our attempts to have UDOT expand the EIS to include all major arteries leading into the canyon funnel, many of us believe the EIS, just completed, was intentionally abbreviated to reduce obvious costs and it should have covered expanded areas and a broader scope. The impact of road closures, long lines and denied access to hundreds of our homes has not been considered in any of these studies or plans that have concentrated on smoothing the access for skiers to the resorts at the top of the canyon. Certainly there is no thinking person that could argue these communities are not impacted. Any impact study needs to include all the areas of impact or it is simply . . . incomplete. Many residents feel this is an ugly reality of our community leaders where the money from visitor's two week vacations is more important to tax base coffers than our lives as residents and property owners. There have certainly been NO efforts that would convince us otherwise!

On many days, the lines of traffic clog every access artery leading into the mouth of the Little Cottonwood Canyon. Skiers have found back roads through neighborhoods that give them a few minutes advantage to get into the main stream of the bumper to bumper progression, and they virtually jam every access and prevent residents a reasonable return time back to their

homes. There are times when park and ride cars are left in our communities and to such an extent, that it frequently feels as if we have built our homes in the middle of a major parking lot. There are times when returning to our residence after a quick trip to run a child to school or quick trip to the store or early appointment cannot happen for 1-2 hours. This is totally unacceptable! Do Utah resident home owners not warrant more consideration than this??? So far the answer would be a resounding NO! That is a shame and should be an embarrassing admission from every mayor, city council member, state legislator and Governor, but it seems it is easier to just ignore a difficult situation.

The only way to resolve these problems is to include at least the main arteries leading into the mouth of the Little Cottonwood Canyon funnel in the total EIS. Failure to do this will prevent these troubled areas from sharing the benefit of serious consideration and optimum solutions. Denying homeowners and residents access to their own homes without waiting in the same 1-2 hour lines is totally unacceptable. The thinning of traffic must take place before it enters the funnel, which begins at Wasatch Blvd. It's a huge problem for hundreds of homes, not just one or two or a dozen or so!

All efforts, all planning, all expenditures have been focused on getting more people to the ski resorts at the top of the canyon and none have given equal concern to the detrimental problems at the bottom of the canyon and the arteries leading into the funnel of the canyon. More studies, more time and less haste to spend tax payer's money need to be explored with more detailed EIS and alternate studies to determine several major points of concern.

1- What percentage of daily ski traffic come from Utah Valley, Draper and what route do they use to access H-209, H-210? If it has not been done then it needs to be studied. If it has been done then the results need to be made public. There are days when Wasatch Blvd are grid locked for nearly 2 miles south of 9400 S and for over 1 mile west of 9400 S. These routes can't handle the kind of access they receive without creating grid lock for residents trying to regain access to their homes if they must leave during heavy traffic periods.

2- What is the Canyon's carrying capacity? What amount of traffic and general usage can Little Cottonwood and Big Cottonwood canyons handle. No formal study has been completed to determine this and yet we are proceeding without that kind of knowledge and ready to spend hundreds of millions of dollars. We may find that a responsible study could indicate that we have already exceeded responsible carrying capacity. Certainly, we know for a fact that the use of these resorts for Olympic venues were not considered because it was determined to be detrimental to the environment of these small and fragile canyons. What has changed??? What made them less fragile?? The public needs many more answers that have not been forthcoming.

3- These public comment periods are great, but with the very limited advertising, the vast majority of Utah residents have no clue that these expenditures are pending or being considered. There needs to be much greater resident involvement. The number of people

responding to this public comment period will be dismal compared to any professional organization's attempt at getting a representative consensus. For example, Envision Utah would likely obtain comments from 20-50x or more than the number of people responding to these three presented alternatives. I guarantee that the vast majority of Utahans who will share the burden of paying for the costs of subsidizing the private ski resort owners and more UDOT programs are still not aware of the proposed expenditures for these canyons.

Finally, I want to copy a small portion of our community endorsed response to UDOT and these presented alternatives. They are so well presented that I include them as part of my comments in the hope that more people might have the opportunity to see and consider such serious and professional analysis.

Carrying Capacity and Other Issues

The additional critical points regarding the future of LCC are related to but not directly tied to the UDOT EIS.

1. Canyon Carrying Capacity

- a. When making changes to an existing current state there are desired outcomes and often undesired outcomes that can be anticipated or unanticipated. What do we want the canyon experience to be and how will any related decision impact that vision?
- b. Two key published drivers of UDOT's project are safety and reducing/eliminating traffic log jams/delays occurring on powder days. To what degree does a specific transportation choice introduce perhaps an unpublished objective: increase the number of visitors to the canyon?
- c. Snowbird and Alta have made public their belief that when their parking lots are full there is still plenty of capacity on the slopes for additional skiers. The comparative density standard they are applying is that of the ski experience found at California resorts which is greater than normally enjoyed here. The Forest Service leaves the management of the skier experience up to the respective resorts.
- d. Currently canyon visitor occupancy is indirectly controlled by the limited parking at the resorts, trailhead parking lots and whatever off highway space drivers can find. In many ways LCC's transportation challenges have helped slow use demand relative to an increasing population.
- e. The Forest Service also takes no position regarding the capacity of visitors during the summer. They employ strategies to mitigate the impact of increasing numbers: closing areas that have become "worn out", harden trails (asphalt), increase parking lot size, install toilets, etc. What they won't do is promote discussion with the general public on what is the desired experience of visitors to the non commercialized canyon sites. When does an increase in volume of visitors degrade the outdoor experience?
- f. Over the years both BCC and LCC have gone through incremental change without the benefit of a formalized carrying capacity study: how much activity can the canyons handle? You can put a lot of skiers on 10' of snow without necessarily degrading the ecology. Summer visitation is different. At some point nature cannot accommodate an increase in users.
- g. Mountain Accord went through its process and made their recommendations without conducting a capacity study. The CWC has agreed a study should be done not only on how

capacity impacts the ecology but also on how capacity impacts the subjective experience of the visitor. However, the Commission is requiring any CWC study to be done simultaneously with other CWC initiatives that are part of its charter. And yet here we are considering transportation options, without the benefit of a consensus on the canyon carrying capacity, that may have both anticipated and unanticipated consequences.

h. Sometimes it feels that we are expecting more out of these canyons than they can deliver based on their ecology, small size and importance to valley water supply. They are unique and special places.

i. A carrying capacity study that includes a visitor's desired experience component needs to guide decisions regarding LCC.

2. Socializing cost, privatizing profits

a. The gondola solution requires major capital dollars for permanent transportation infrastructure to be built, operated and maintained in LCC. While safety and traffic flow are the primary concerns driving the initiative the proposed transportation system serves and solely benefits two private businesses. If this solution is selected it would be appropriate that the two private businesses solely benefitting from this public project make a significant contribution to the cost of the installation and its ongoing operating costs (beyond just providing passes for employees and season passholders).

3. Growth and development confronts "life elevated"

a. The phase "life elevated" appears over a scenic Utah back drop. We market and sell this untouched natural beauty to attract business and development. Yet it seems like development and growth reigns supreme in this state. At some point in time this strategy runs smack into the image of scenic Utah and brings diminished returns.

b. Several years ago both Mountain Accord (MA) and Envision Utah projected massive increases in regional population over the next 20 years. As part of their argument for change MA inferred that all the demand for recreational activity from this growth would be channeled to BCC and LCC. We just needed to figure out how to put all that increased demand into the existing recreational "container". Perhaps a better solution for Utah would be to find or develop additional outdoor recreational options: create new campgrounds, hiking trails and reservoirs to handle increased demand.

c. Yosemite has a reservation and lottery system to climb Half Dome via its cable system. Zions prohibits personal cars and is considering a reservation system for park entrance. The Wave trail in southern Utah requires reservations. Finite fragile resources require changes in how we share and use them.

d. The nature of small box canyons with vertical walls in a watershed area does not present the same development opportunity as does the open space that surrounds places like Park City, Vail, Beaver Creek, and Whistler Mountain. Yet MA had members who advocated a cog train along 9400 south and up LCC (which UDOT appropriately determined unfeasible for several reasons). In contrast, Jackson Hole has done a nice job limiting development sprawl at the base of their mountain and in providing bus service from town.

I appreciate the opportunity to post my concerns and comments,

Sincerely,

C. Craig Zimmerman

#6457 - Kim Simons

SOLUTIONS or SPECULATION.

Sometimes criticism is in order for one to see more clearly.

It is both laughable and alarming that UDOT would devise and propose such a project scope as to appease private interest, that entails expending hundreds of millions of dollars (of public, tax payer dollars) for construction of a gondola to serve ski resorts desire to increase patronage, and widening of Wasatch to Neiderhauer's desires to deliver patrons to his planned Ski village development for the LaCallie property. If you think residents are not savvy to the upcoming developer desecration of this area, guess again. UDOT ought to be truly ashamed to roll out these horrific solutions to public. UDOT has vested interest in "selling" these investor ideas, particularly since UDOT is poised to cash in as well. While private sector investors stand to profit while local areas resident lose BIG! Are these projects necessary? And, more to the point, do these proposals fit within the scope and plans of local communities that will be impacted by these developments.

How convenient of UDOT to drop John Thomas (former EIS project manger) from the EIS project after he committed, on behalf of UDOT, to lower speeds on Wasatch to 35MPH, by creating a revised design speed for Wasatch Blvd/SR210 using traffic calming measures and creating a scenic highway. That is the Wasatch Blvd residents were sold, July 2019. How convenient it is for UDOT to just pull the plug on community concerns for safety, and force-feed 7 LANES of TRAFFIC, 1-2 miles of road-widening, for NO APPARENT REASON, other than to steer patrons to the planned Neiderhauser Ski village and gondola station. UDOT, you have pimped yourself to private investment interest, and it's blatantly obvious UDOT is following the MONEY, too - grabbing for large scale FUNDING while irreversibly destroying local area neighborhoods, degrading safety, increasing traffic, and impacting both air quality and noise pollution in the process. YAY YOU, UDOT. ☹

UDOT is CHASING THE BIG MONEY:

No one is a stranger to understanding the process whereby tax payer funds get directed to udot for projects: First the agency must create "perceived need"; then support said need with creative statistical data that point towards prescribed outcome; litter it lots of studies, to the point that public is overwhelmed and won't bother to analyze details or pose questions; and, finally create solutions that promote the "desired outcome", then seek funding. It is well known that agencies and the state are pushing the "Growth" agenda: CWC, WFRC, Envision Utah. Utah has a few economic drivers, and Ski industry is a tourism cash cow. Introduction of Ikon and Epic passes have shown ski industry the means to reap profit with projected growth, and they are ready to cash-in. Yet, neither Snowbird nor Alta will pitch one \$1.00 into the pot to fund these projects, either. Rather, they intend to bring home the bacon on TAX payers dollars to secure future profits.

The solutions presented have more failures than salvageable aspects, imo, so with that:

NO GONDOLA:

The gondola is the most ineffective and inefficient solution to move patrons to resorts during winter months. It is unsafe, there are no contingency plans presented for emergency rescue, during power outages or high wind shut down. There will be need to clear-cut forest for its installation, along with emergency and tower maintenance access points en route. And, the suggested, estimated, guesstimated travel times and logistics of the study are unsubstantiated, and ridiculous, guesswork at best. There is no viable "last mile" solution presented for local areas residents, who will be forced to drive 1-3 miles to a transit hub, pay to park, then take a bus, then transfer to a gondola. At min. an anticipated 1.5 hours travel time for local areas residents can be expected, with min. of 2 transfers, after driving and parking a car, if on schedule. Whereby to compare current trip time, by car or bus, up-canyon travel time is approx 17-20 minutes, during normal conditions. I hesitate to ask, but are there actual "planning" engineers working at UDOT, as these solutions seems more poorly contrived than what interns could come up with. Roles of Planners and Engineers are higher differentiated, nothing has yet been engineered, which leaves more question than answers to public. Nothing about these presented solutions seem resolved, nor logical, and this is long after UDOTs been dragging its feet in this process for the past few years.

The costs for the Gondola is a monumental waste of tax-payers dollars, it is simply not the most effective nor efficient solution to transport people. The gondola is seasonal use, and does not address nor meet needs of back country skiers, nor will it have mid-point stops, nor summer use for hikers and mountain bikers.

The gondola solution appears purely out of a greed-driven investor agenda, and UDOT, as public agency, has allowed itself to succumb to those "stakeholders" whims with complete disrespect to local areas residents and the negative impacts such a project will inflict upon the local area, and with disrespect to local and regional master and general plans for the area. There are no local area master or general plans that include use of a gondola in any capacity, so how did it end up in your solutions. By its inclusion in UDOT's solutions, you are creating changes to local and regional plans that do not call for a gondola; its inclusion obviously caters to speculative development plans of private sector interests. For a public agency such as UDOT to align itself with private sector interest over public interest raises question for concern. Alternatives: Dare to consider for a moment that a rail system will deliver folks to resorts efficiently, and can be designed with mid-point stops and year-round use. Perhaps UDOTs negate to consider rail system because Doppelmayr (the gondola company) does not yet have a rail system that will work for this purpose... too bad, shop it around. They are not the only game in town so to speak, though, literally they are (since they located USA headquarters here for this very purpose). Initially, and more to the point of functional, low costs solutions, the use of buses present the most flexible plan, and are the obvious solution. The implementation of snow sheds, in respect to safety on the canyon road, are warranted. Snow sheds can be designed aesthetically to blend into natural landscape, and can serve dual purpose functionality as wild life crossings. Suggest to start here, and study this process as to what ultimately can solve any "perceived" traffic issues, this is a best-practices approach.

Will also interject, as I have in past, to change current snow tire laws - to demand all vehicles traveling up both canyons to be equipped with either Chains, or Mountain/Snow rated tires," and do not allow M+S rated tires as satisfactory for canyon driving, which is the current status of this law. You have \$66 mill to study, suggest to look it up - plenty of studies on differences in traction between these tire types for severe winter driving. Frankly, with your \$66 mill study money you could buy all winter ski-pass holders, resort employees, and tourism travelers into the canyons a real nice set of true winter snow rated tires (they last average 4-5 season). Dare conduct this study, and let's see how the number of car slide off incidents drop. Canyon traffic congestion loading/unloading in inclement weather is 99.9% result of vehicle slide offs. Let's please stop allowing this easily remedied safety issue to persist year after year.

NO WIDENING WASATCH TO 5 OR 7 LANES.

Widening of Wasatch Blvd/SR210 has far too long been the largest point of contention with local area residents, with both their mayor and council reps, and UDOT, in respect to safety of residents as they ingress/egress adjoining neighborhood streets that feed onto Wasatch Blvd. The consensus is that residents struggle to safely exit/enter neighborhoods currently with a 2 LANE road and 50 mph speed limit, it is simply unsafe. If UDOT bothered to acknowledge the numerous comments it has received on this very topic, you'd know and address it accordingly. Not addressing known safety issues is pure negligence on your part. Is UDOT willing to assume the liability for accident and resulting deaths that occur due to known road safety issues? The High-Tee project of 2017 only served to further reduce safety along Wasatch, and failed to even address cycling and pedestrian safe passage through that intersection in its design conception. Your agency has obligation to increase safety, not decrease road safety. Adding a light for cyclists to cross thru the high-tee was a last ditch effort demanded by local residents to get some form of cycling safety, that element was clearly left out of UDOT's design plans, and you were happy to build it as planned. Shameful. UDOT, by its own admission, has noted publicly that the intersection fails, and is already looking to redesign the high-tee, in all confirming UDOT's inability to actually skillfully engineer a basic intersection, not to mention another huge waste of tax payer money. Be it Federal, State, County, or City, the funding UDOT receives for project is PUBLIC TAX PAYER MONIES collected through taxation. UDOT's priority of response therefore is to PUBLIC LIFE, SAFETY, WELFARE, not private investor interest.

The last few years area residents braced themselves for the worse, in respect to Wasatch widening plans, pleaded with city council and mayor to not allow area neighborhoods to succumb to road widening, which would ultimately degrade safety and sever the community. Residents have engaged repeatedly thru open houses, design charrettes (another monumental waste of time and expense) demanding the road remain 2 lanes, or possibly to add a reverse bus/mass transit lane to appease intermittent winter peak time ski traffic, but above all to reduce the speed limit, to 35MPH, through implementing design speed changes, and add traffic signals where necessary to reduce risk of injury to drivers(Kings Hill). UDOT at least, in superficial appearances, over the past 2-3 years, seemed attentive to residents concerns, and even made a commitment to local residents to work to increase safety along Wasatch by reducing the

speed on Wasatch to 35MPH. Fast Forward, to the “revised” EIS solutions you still maintain the 50MPH, in all 3 solutions, and fail to even acknowledge the 2 July 2019 commitment to local area residents to increase safety through speed reduction on Wasatch. For an agency with a “Zero Fatalities” goal, you seem hell-bent to force accidents and potential injury/loss of life in presenting these new solutions, all of which widen Wasatch, be it 3, 5 or 7 lanes and, still maintain 50 MPH (and, to enlighten local area residents: 12’ shoulders are LANES, Buses on shoulder will require 12’ width by Fed mandate, so yeah... who are you kidding calling a shoulder a bike lane?). Straightening Wasatch Blvd at Kings Hill will require the destruction of area residents, their homes will get destroyed, you’ve already black-listed those homes from market.

The section of Wasatch Blvd/Sr210 discussed is a mere 1-2 miles, to widen it serves no useful, nor logical purpose other than to force MORE cars into the area unnecessarily, shifting the bottle neck south. By your admission, you stated the road widening was not in respect to ski traffic, but to alleviate commuter traffic. Yet, because you have no jurisdiction over Wasatch south of the high-tee you have no ability to widen that section for the very reason you claim the 1-2 miles demands widening... so, you are alleviating nothing, your thinking process is illogical, and irrational. Factoid: Wider Roads and more lanes induce MORE cars and congestion. You cannot encourage and expect increased alternative transportation use when you open up the road to invite more cars, it’s contradictory, and rather illogical. Udot seem reluctant to utilize the \$66 mill to study the Highland bridge and widening option to appease local commuter traffic, without reasonable explanation to public. Unless, of course, your desired outcome in widening Wasatch is to appease investor interest, such as steering as many cars as possible into a future Ski Village commercial development, such as Neiderhauser’s plans currently being floated for the redevelopment of the La Callie property. (sorry to repeat, just wanted to make it blatantly clear, public is aware of the intentions of these proposed solutions.)

Choke in this. More lanes means more cars idling, rather than 1 lane of cars idling along the road during canyon closure days, there will be 2 to 3 LANES of vehicles spooling emissions waiting for canyons to open, or roads to clear. Where are the Environmental Air Quality impact studies and reports? UDOT has \$66 million to study and scope this project, yet not one single \$1.00USD was spent to set up A/Q Monitor stations along Wasatch over the last year, despite residents demanding it to do so, repeatedly. Air quality degradation presents a huge health concern, and you have failed to provide any tangible proof that widening Wasatch will not negatively impact Air quality. With that, I will request, again, UDOT to conduct a year-long study that includes peak winter season, and evaluate Air Quality based upon actual results, and do a comparative projection to the planned added lanes to Wasatch, perhaps using Bangeter Hwy on same given days. The other Environmental Impact Study you have casually FAILED to produce is that of NOISE POLLUTION. Please present public with a comprehensive Sound study for local area residents, on increased noise levels when you Widen Wasatch blvd to 5 or 7 LANES. And, include the Sound Study for the current road design speed of 50 MPH(as it is today), and the desired design speed for the road at 35MPH as preferred by local area residents – spoiler alert - the difference will be staggering. Hardscape, i.e. concrete/asphalt, and massive areas of

it only serve to amplify sound as do increased speeds on roads. Road Noise dissipates almost 40-50%, when dropping from 50MPH to 30MPH. Take time to look it up with your \$66 mill study money. Perhaps to get a real life perspective, take a tent and sleeping bag and camp out along Bangeter Hwy for a few days to conduct a sound study.

What you are proposing with widening of Wasatch Blvd/SR210 for the small residential area in Cottonwood Heights, is nothing more than a road of Bangeter Hwy proportion, scale, and speed. It is inappropriate, and serves no purposeful function other than to shove a bottleneck a few miles south. If widening the road was such a logical solution then why does your solution not propose to widen Wasatch/SR210 all the way up to the mouth of LCC 7 LANES, and why stop there, why not widen the canyon road to 5 lanes right on up to Snowbirds parking lot? The illogical approach UDOT has taken to this project just validates that UDOT is only seeking to secure large scale funding for its agency into future, and position itself to enable private interest projects, at expense of TAX PAYERS.

NO TO OVERHEAD BRIDGES:

You're vision of Wasatch/SR/210 is that of Bangeter, if you measure success by how many cubic feet of concrete you can pour through an area... then well, you have succeeded. Widening Wasatch/SR210 severs community and neighborhoods, and cuts-off east bench residents from its city. Bridges only serve to band-aid poorly planned solutions. Overhead bridge aesthetics = fail, they will be littered with plastic cups and political signs.

Walk-ability and Bike-ability are completely missing from your solutions. Your solution forces cyclists to co-mingle with buses in a 50 MPH unprotected lane. You clearly spent effort determining costs for purchasing the houses necessary to mow down for road widening, road, and gondola costs, and frankly UDOT you seem myopically focused on the gondola, speed, and road capacity.

MOBILITY HUB VS. PARKING LOT:

Sugarcoat it with whatever terminology makes you feel better as to how you spin it to public, but a 5000 car capacity parking structure is just that, PARKING! Cottonwood Heights will become the door mat, aka "the city between parking lots", with Wasatch blvd morphing into nothing more than an east side version of Bangeter Hwy. You are not moving cars, rather you are parking cars, creating more local area congestion, by inviting more vehicles into the area, degrading air quality in the process, and destroying what little mobility local area residents currently have (due to the unsafe aspects of Wasatch blvd). Cottonwood Heights cannot afford to maintain such a visually obtrusive grey elephant, that will get utilized maybe 10-20 days per year, at best. But, perhaps Neiderhauser will offer to suck more SL county grants to fund it, if made part of his Ski Village plans, particularly now that he has learned how to use tax payer money to fund private investment interest.

With push-back from Holladay residents, who have now been enlightened to a possible massive mobility hub near the north end of the gravel pit, this aspect of your project has become a hot

potato. The developers of the north property failed to include anything remotely resembling a mobility hub in their first schematics, rather suggests no one wants to build nor maintain parking structures, they are not warranted. And, they would not be necessary if better quality mass transit services were implemented, putting that on UTA's shoulders. It is known that UDOT cannot seek funding to create reciprocal parking agreements with all of the surrounding office complexes sitting in Holladay-Cottonwood office commercial center(3000 E/6200 S), so it prefers to go after funding to create and construct new projects, despite there being thousands of parking spaces that could serve to help park tourism travelers during peak times.

SOLUTIONS:

In short, yours EIS solutions suck, all of them. I won't waste time repeating what has been previously discussed and on public record. There were numerous, viable, creative ideas and solutions floated during the past few years with UDOTs EIS scoping process, from your agency, from community members, and other experts and stakeholders, all of which have been completely discarded in favor of WIDENING Wasatch Blvd/SR210 and constructing a gondola to serve ski area and private sector interests. It was blatantly obvious this was going to be the result of years of snookering residents with the BS dance. UDOT has a obligation to host open houses in the process, and has met that state mandate with nothing more than lip service to residents. Seriously, who hires a Nebraska firm to conduct design charrettes for Cottonwood Heights - those folks did not even know the area, let alone the long standing issues and concerns of its residents, and their ineptitude was not well received. Add charrettes to the list of monumental waste of tax payer money and time.

Because your solutions fail to address and respond to local area residents concerns for safety, negative impacts on air quality, increased noise pollution, and, and concerns for destruction of communities and neighborhoods, it perhaps time for residents to go to state and demand your agency not desecrate this area in the name of private sector interest, and in process set establish a citizen oversight board of your agency.

UDOT, IT IS TIME TO GO BACK TO THE DRAWING BOARD



June 3, 2020

To: Utah Department of Transportation
Attn: Director Carlos Braceras
Hand Delivered

From: CW MANAGEMENT CORPORATION
Wayne L. Niederhauser
Chris McCandless

Date: June 3, 2020

Re: Little Cottonwood Canyon Transportation Proposal

As discussed previously, attached is a copy of the LaCaille Center project and our Gondola Amendment Request Proposal. As it relates to the proposed Little Cottonwood Canyon Gondola proposal and as defined by the UDOT Gondola Feasibility Study ("Study"), we are requesting that the information in the attached Proposal be taken into consideration during the process of finalizing the EIS presently being prepared by UDOT.

Our request is to have UDOT amend the Study to incorporate the following:

1. Use the alternate site location for the base station
2. Incorporate public parking at the base station
3. Incorporate two mobility hubs for bus access to the base station and;
4. Utilize a signalized intersection as demonstrated in our proposal to assist in alleviating residential access blockages to Highway 210 during skier and tourist peak travel times into Little Cottonwood Canyon.

Our reasoning whereby we are requesting this amendment is that based upon the information provided to us through the present UDOT Study and others, the Gondola (in comparison to the other transportation options) solves **ALL** of the UDOT stated primary and secondary objectives including:

LACAILLE CENTER AND VILLAGES
&
LITTLE COTTONWOOD CANYON
GONDOLA PROPOSAL

INTRODUCTION AND DESCRIPTION OF PROPOSAL
PART ONE—LACAILLE CENTER AND VILLAGES
PART TWO—GONDOLA CONCEPTS/DETAILS
CONCLUSIONS
EXHIBITS A-O

PREPARED AND PRESENTED BY:



UPDATE JUNE 3, 2020

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- ◆ Introduction and description of Proposal
- ◆ Part One—LaCaille Center and Villages Description
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- ◆ Conclusion

Exhibits:

- A. LaCaille Master Plan without Gondola Base Station
- B. UDOT Feasibility Study, Purpose and Need Chapter and UDOT Alternative Development and Screening Process Report
- C. LaCaille Master Plan with Gondola Base Station alternative
- D. Forest Service Carrying Capacity Q and A sheet
- E. LaCaille Boutique Hotel rendering
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La Caille



Introduction and Description of Proposal



June 3, 2020

This proposal is an introduction (the Proposal), description, and recommendation that introduces two projects that, when united, because of their close proximity, work exceedingly well together and truly create a local and international destination. The projects collectively will further enhance the area and provide a 50-year+ transportation solution and completion of a critical part of a regional multi-modal system whereby residents and visitors can enjoy Little Cottonwood Canyon (LCC) without the need to use personal carbon based vehicles. The Proposal is written in two parts and briefly described below:

Part One – Describes the LaCaille Center and Villages which preserves some of the meticulously landscaped lands, river corridor, vineyards and provides public park and trail accesses, creates a few new residential and light commercial uses and in the text of the proposal, it refers to the LCC gondola and its interaction with LaCaille Center and Villages.

Part Two – Proposes that the Utah Department of Transportation (UDOT) locate the LCC gondola base station (*if* chosen as the transportation solution in its Environmental Impact Study - the “EIS”) be located alongside North Little Cottonwood Road as described in this Proposal versus at the base of LCC (near the Y-intersection of Hwy 209 and 210) as defined in the UDOT Gondola Feasibility Study as Scenario 3B.

Proposal Summary Description - LaCaille Center and Villages (Part One) and the Gondola proposal (the base station has been named LaCaille Base Station) are linked via a new road named LaCaille Lane. Because of the “link” they share and their related design elements, the synergy of the combined projects create a unique gathering place for our community. Both projects are described in this Proposal in order to define and explain to the residents, visitors and tourists the cohesive design and seamless plan for the LaCaille Center and LCC Gondola.

One of the primary objectives is to define and refine LaCaille Center and Villages establishing its new master plan (“the Master Plan”) for the 37.5 acres of land assembled near the mouth of Little Cottonwood Canyon. Please note that the Master Plan is continually changing, and as new ideas and thoughts are conveyed to the owner/authors during the planning processes the Master Plan will continue to evolve. The LaCaille Center and Villages Master Plan is attached as Exhibit A.

Defining the LCC Gondola and establishing its potential for solving the transportation dilemma in LCC is a priority. As such we are requesting that the UDOT preferred scenario for the proposed Little Cottonwood Gondola/Mass Transit System as defined in its Feasibility Study (“the Study”) identified therein as Scenario 3B (a copy of the Study is attached as Exhibit B) and dated July 9, 2019) be amended to reflect the change in the base station location to that as shown in this Proposal and; that UDOT utilize two mobility hubs versus one for transporting passengers to the gondola base station. Also used in formulating our recommendations is UDOT’s Purpose and Need Chapter and the Alternatives Development and Screening Process Report (also attached as part of Exhibit B).

Included in Part Two of the Proposal are details wherein the gondola base station is shown as an alternative and located on a portion of the property in the LaCaille Master Plan site (attached as Exhibit C). This alternative site is shown as a replacement for the Superior Peak Village Phase II homesites. This site will be preserved, to be used by UDOT or another governmental entity to construct the proposed gondola base station and its related improvements. The site includes enough acreage for a parking garage and circulatory system for some of the LCC transportation needs. The pedestrian, vehicle and busses together with the Gondola will complete this segment of the LCC needs completing a multi-modal and regional transportation system.

Lastly, we describe how the Gondola and a controlled Highway 210 system can be monitored and, if needed, as determined by the Forest Service in the future, (see Carrying Capacity Questions and Answers sheet - Exhibit D) provides the system with the means to implement limiting the human capacity factor in Little Cottonwood Canyon.

La Caille



Part One– LaCaille Center and Villages Description

Part one – LaCaille Center and Villages

Ownership and Management. The authors of this proposal have acquired and or own the site or have the right to purchase property (“the Property”). The company to purchase, own, provide the entitlement approvals and the development activities and related sales is Quail Run Development LLC (QRD). CW Management Corporation (CW) will be the manager. The CW managing personnel are Chris McCandless and Wayne Niederhauser.

Property Description. The Property is located on both sides of Little Cottonwood Creek (the “Creek”) consisting of approximately 37.5 acres near the mouth of LCC and lays between North Little Cottonwood Canyon Road and Wasatch Boulevard. The property south of the Creek presently hosts LaCaille Restaurant and other buildings, including the vineyard used to process its harvest into wines that are manufactured on site and sold to the public. The Property has several homes, being used for various purposes. The zoning is C-2; R-1-15 and R-1-43 and located in Salt Lake County, Sandy City and Cottonwood Heights City. The Property located on the north side of the Creek is presently owned by the Despain family (under contract to CW) and consists of 12.5 of the 37.5-acre site.

The Master Plan. The Master Plan as defined in Exhibits A and C are slated to use the existing assets in addition to creating a couple of new elements, all of which are subject to change dependent upon the approval processes and are preliminarily defined below:

- 1. LaCaille Restaurant.** The existing restaurant and its immediately surrounding grounds will remain in place. This unique building is highly prized and recognized by the community as a fine French dining facility and will continue to operate as a destination for individual dining experiences, meetings, small conventions, and for world-renowned weddings. It should be noted that some of the LaCaille grounds may have a conservation easement recorded to preserve its beauty in perpetuity.
- 2. LaCaille Winery Building and Vineyards.** The old winery building was recently demolished and will be replaced with a high-quality new winery together with a few enhanced attributes. The new Winery will be engaging to enthusiasts in concert with

the preserved vineyards. The perpetual preservation of the vineyards will be done in concert with a Sandy City rezone application for Monte Cristo Village. After the successful zoning outcome for a PUD use, the vineyards will be preserved through a conservation land use easement. The Winery building property is already zoned for its intended commercial use.

- 3. The Chateau Building.** The existing Johnson Mansion is slated to be converted into one of several potential uses that are still under review. One such use could be, among other concepts, as a second fine dining facility near LaCaille Restaurant. The Mansion's unique architectural features and heritage begs to become yet another LaCaille Center masterpiece for dining excellence. This property is already zoned for commercial uses.
- 4. Wasatch Estate Home.** The original Runolfson home is located near Wasatch Boulevard and Little Cottonwood Creek. Due to its size and unique European architecture, the home has several potential uses including the possibility to be converted and operated as a luxurious, high-profile bed and breakfast inn. The BNB will focus on and cater to private company retreats, family reunions, visiting dignitaries from all over the globe, etc. At a minimum, this could be a large estate for a family wanting to thrive in this natural setting along Little Cottonwood Creek.
- 5. LaCaille Boutique Hotel.** The hotel site, as shown on the Master Plan, is directly adjacent to LaCaille Restaurant and designed similarly to the restaurant with a European Village theme. The Hotel concept consists of 75 quaint rooms and is still in the planning stages although a sketch is attached for reference (Exhibit E). This site is located on property zoned for the intended use.
- 6. The Villages of LaCaille.** There are two residential Villages named after famous Wasatch Mountain peaks in LCC: Monte Cristo and Superior. Each Village will be individually designed and constructed using the finest European concepts and craftsmanship. Each home will be required to comply with the Design Guidelines

and Restrictive Covenants as defined in the CCR documents. Furthermore, the Villages will:

- a. Be clustered to preserve the higher priority landscaped and natural areas such as the vineyards, guest houses, Little Cottonwood Creek and other natural features located within the community to remain.
- b. Each Village will be unique in and unto itself although bound to adhere to the rules through a Master Owners Association (the “Association”) that will manage and maintain the tremendous open spaces, landscaping, trails and other amenities found at LaCaille.
- c. Three of the existing homes that are located on the Property will be remodeled and preserved. These homes will be used as guest cottages for short-term stays exclusively by friends and family visiting homeowners of LaCaille Center and Villages. Photographs of the homes and LaCaille property are attached as Exhibit F.
 - i. Two of the Guest homes are more than 100 years old and, if preserved as proposed, we will provide a place and plaque detailing its story to preserve its local history.
- d. Located around the site are a couple of parcels that lend themselves to be more like their contiguous neighbors. They are labeled on the Master Plan as LaCaille Village estate lots. These lots will be developed to reflect the size and quality of the adjacent neighborhood’s home size and related architectural designs.

7. **Open Space and Trails.** The objective of LaCaille Center and Villages open spaces and connecting trails is to provide public access and linkage to and through existing trails such as the Bonneville Shoreline Trail (BST), Quail Hollow and others. The connections lead users to LaCaille’s landscaped gardens, vineyards and then further onto regional trail connections, including Bell Canyon and Little Cottonwood Canyon Trail.

This open space and trail connectivity will allow the public to enjoy the staggering views of Little Cottonwood Canyon including the granite bells of Bell Canyon and the peace one can find alongside Little Cottonwood Creek.

Another benefit is that the trail system makes it possible for residents from all the areas surrounding LaCaille to be able to walk, hike, run or bike to the LaCaille Center restaurants, activities and, if approved, and constructed, the Gondola Base Station for access into LCC without ever needing to use their private vehicles!

The priority open spaces will be preserved by clustering the homes (versus developing individual lots) into a planned unit development (PUD). It should be noted that we are using the same existing approximate single-family home density in our PUD's as is allowed in the R-1-15 zones. This clustering, although not increasing the overall density, enables us to surgically remove open space from the traditional home site that is self proclaimed as our sensitive lands and place those lands into protected common areas.

As shown on the Master Plan any "off-site" proposed trails would (if approved and funded by others such as Salt Lake County and perhaps other landowners) provide a connection to a proposed new trailhead, parking and restrooms facility with access to the trails west of Wasatch Boulevard. The LaCaille trail system would also provide access to Bell Canyon and the Little Cottonwood Canyon trail.

Our overarching goal is to preserve, protect and celebrate the natural abundant beauty found in and around this unique place and share it with our friends, family and residents of the Wasatch Front community – it is breathtaking!

8. Vehicle Access. The Property presently has accesses via a private road from Wasatch Boulevard, from the Little Cottonwood subdivision at 3775 East and potentially Quail Ridge Road and on the Cottonwood Heights side of the property, Granite Oaks. Over the past few years, the owner(s) have arranged and or acquired these access rights to potentially expand vehicle ingress and egress. As one takes an elevat-

ed perspective of the Property, the existing accesses as described with some reconstruction, strictly meet the developmental standards and needs of the LaCaille and Despain property. With that stated, we also recognize that LaCaille and communities on both sides of the Creek are at risk of fire hazards and other emergency ingress and egress needs due to the present roads systems and their exposure to increased canyon related traffic.

Our desire to mitigate the limited access issues is to provide a better primary access significantly reducing the potential impact on our existing neighbors. This better access (and new infrastructure) will secure a higher-level benefit for the health, safety and welfare and protection of the watershed in the area for the existing and future residents and visitors. As such, we will develop a new road named LaCaille Lane. The Lane will be lined with deciduous and conifer trees, landscaped and lighted to re-create the atmosphere that has long been the identifying landmark entrance feature into LaCaille from Wasatch Boulevard.

LaCaille Lane and its adjacent ten-foot-wide pathway and landscaping, although private, will be open to the public. LaCaille Lane will originate at the existing access intersection on North Little Cottonwood Road (required to be developed with new intersection improvements) and lead to a bridge over Little Cottonwood Creek and to LaCaille Center which terminates at a roundabout.

It should be noted that the location and design of the intersection is just prior to a corner on Highway 210 that is meaningful for its view of LCC and the four bells of Bell Canyon (on the south side of LC canyon's north slope). The preservation of this part of the scenic byway is of the utmost importance! At the planned location, the LCC view will not be impacted by either the intersection or the alignment of the future gondola. This Highway 210 location/corner would be a good place for a national park-type signage announcing to the canyons guest that they have arrived in LCC.

9. Creek Bridge. The LaCaille Lane bridge is being designed to have iconic features. To that extent we are using the granite stones from the area including the LCC quarried

stones used for the foundation of one of the existing homes (slated for demolition). We will also use the homes salvaged solid brick pavers as an accent element to LaCaille Lane placed north of Creek Bridge. South of the bridge we will preserve and continue to use the existing red pavers found at the original LaCaille Center which together, the colored pavers will provide a demarcation point for the two side of the river and the Sandy City and Cottonwood Heights common municipal boundary. This iconic, granite clad and lighted bridge as it interacts with LaCaille Lane will serve as the primary ingress and egress to LaCaille Center.

LaCaille Lane vehicle access will end at the new Winery building and prior to Monte Cristo Village. Our plan is to separate Monte Cristo and its primary access from any vehicular interaction with LaCaille Center. This will minimize the traffic into the Little Cottonwood Subdivision located along the southern boundary of LaCaille. For Monte Cristo's secondary emergency access, there will be a gated 20-foot wide "trail" leading to LaCaille Lane.

- 10. LaCaille Center Finishing Touch.** As a finishing touch to LaCaille Center and Villages, we are incorporating for our residents an exclusive owner's association organization. LaCaille OA will provide the following to its residents:
- a) Discounts on services and food within LaCaille Restaurants including the Greenhouse reception area and the new LaCaille Winery.
 - b) Priority reservation systems for the restaurants, winery, the newly proposed ice-skating rink, reception events and all its related benefits.
 - c) Full, unrestricted use of the private grounds areas including patio, gazebos, etc. This will be a place to relax, enjoy the day and perhaps read a book.
 - d) The LaCaille OA will provide to its members and guests, ski and snowboard equipment and for their guests and even traditional and electrically assisted bikes to enjoy on the local trails.
 - e) Full maintenance of the grounds (including the members' homes) together with maintaining the building exteriors.

- f) Discounted room rates and reservations for friends and family at the Boutique hotel.
- g) Scheduled use of the three guest houses located within the confines of the project.
- h) Full-time security services.
- i) Gated entry ways (applies only to the two PUD Villages) with restricted access to those other than residents and their guests.
- j) A concierge service including chauffeur driven electric vehicle transportation to and from LaCaille Center and perhaps, the Base Station upon request.
- k) Provide professional guide services for LCC mountain adventures!

La Caille



Part Two— Little Cottonwood UDOT Gondola Amendment Request and LaCaille Base Station Alternative Proposal

Part Two - Gondola Study
and
UDOT Study Amendment Request

LaCaille Center and the LCC Gondola. As mentioned above, Lone Peak Village - Phase II is planned as corridor preservation for its potential alternative use for the gondola base station and a needed parking garage. This parcel's preservation (See Exhibit G) will allow UDOT and others the time to finalize their EIS transportation decision.

The Gondola is a key component of a regional transportation multi-modal system whereby visitors could arrive at LaCaille Base Station through pedestrian trails from neighborhoods and from locations throughout the world via the SLC International Airport. Then, using commuter rail, light rail and UTA bus services to access the Gondola, they could ultimately arrive at Snowbird or Alta without the use of a personal vehicle.

The landowners and planners of LaCaille Center and Villages have a strong desire in helping solve the transportation challenges for the future health, safety, and quality of life experience one finds in Little Cottonwood Canyon. The chosen solution to the LCC transportation dilemma needs, should to be based upon resolving **ALL** the priorities as described in the UDOT Exhibit B documents and we quote:

“UDOT’s purpose is reflected in one primary objective for S.R. 210: to substantially improve safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.”

UDOT’s purpose includes three secondary objectives. The first secondary objective for UDOT is to consider the City of Cottonwood Heights’s goals in its Adopted Wasatch Boulevard Master Plan, which goals include provisions for all users of the transportation network: pedestrians, bicyclists, commuters, residents, and visitors.

The second secondary objective for UDOT is to consider the goals in the Town of Alta's Alta Commercial Core: Active Transportation Implementation Plan. These goals include accommodating bicycle and pedestrian use along S.R. 210, socially activating the commercial core, managing vehicle speeds, and improving safety, preserving or optimizing on-street parking, and planning for snow removal.

The third secondary objective for UDOT is to recognize the importance of the Little Cottonwood Canyon watershed to Salt Lake City's water supply and mitigate short-term impacts and minimize potential long-term transportation system impacts to water quality safe public access and keeping the vehicular Level of Service (LOS) satisfactory. The solution should also include taking into consideration the canyon's natural environment, health and capacity which we are confident will lead UDOT into determining what type of human based transportation solution is the right choice.

In summarizing the UDOT primary and secondary objectives as they relate to this Proposal, which is in support of the Gondola choice, is stated below:

- 1. Safety and Reliability.** Stabilizing and decreasing the number of vehicles including the elimination of the busses in the canyon will improve the safety of Little Cottonwood Canyon. As the Gondola glides above Highway 210 it has no interaction nor impact with surface traffic. The gondola is the best choice to accomplish this part of the primary objective. The Gondola would never need to close due to road blockages or weather thereby providing more reliability than the other choices.

As the Gondola never needs to close, a secondary emergency access/egress would always be available including when the road is closed for any length of time due to natural disasters and avalanche/snow storm closures. The Gondola is then the only option to provide a solution to ALL the stated UDOT primary requirements, *"to substantially improve safety, reliability, and mobility"*.

- 2. Cottonwood Heights Wasatch Boulevard Goals.** The LaCaille Base Station design as defined below ensures ALL the City's municipal objectives for this segment of

Highway 210 are met (see attached Cottonwood Heights Wasatch Boulevard Master Plan as Exhibit H).

- 3. The Town of Alta's Alta Commercial Core: Active Transportation Plan.** Through the decreased vehicle pressure and the uniqueness of the gondola system, the Gondola meets and exceeds all the Town of Alta's objectives.
- 4. Little Cottonwood Canyon watershed to Salt Lake City's water supply.** The other options for transportation solutions include massive expansion and reconstruction of the road in LCC. The road corridor thru widening, expanding it with new travel Lanes and potential tracks bring trains, more vehicles, and busses into LCC. All these other transportation solutions will have a significant impact on the watershed.
- 5. Environmental-Air Quality.** The Carbon dioxide (CO₂) emissions generated from transportation up Little Cottonwood Canyon are significantly reduced by using the Gondola. Carbon dioxide emissions are reduced by 56% from the Gondola running 12 hours a day, as compared to 3,500 cars per day traveling the canyon. This reduction continues as more than 3,500 cars and buses travel the canyon daily.

For local air quality issues and associated pollutants, the Gondola option greatly reduces the amount of Nitrogen Gas (NO_x), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC). As the energy from Rocky Mountain Power to run the Gondola is consumed outside of the Wasatch Front, there are zero pollutants generated locally from the Gondola, and therefore NO_x, PM 2.5 and VOCs are removed from the atmosphere, as compared to the daily pollutants that are generated locally from the tailpipe of the thousands of cars that travel the canyon.

Attached as Exhibit 1 includes the daily emission calculations for the Gondola engines as compared to 3,500 cars daily for CO₂, NO_x, PM 2.5 and VOC.

Based upon the information described and from our perspective, the only transportation solution as defined by the UDOT range of transportation options such as a gondola, train, road widening (with avalanche sheds allowing even more cars and busses) that meets **all** of the required LCC primary and secondary needs is the Doppelmayr 3S Gondola system (See attached photographs information sheet – Exhibit J).

3S GONDOLA DETAILS

The 3S Gondola has an uphill loading capacity of 5,000 people per hour (PPH) and is by far the most cost-effective, sustainable and, as defined in Exhibit I the least carbon emitting system of the UDOT options being studied. The 3S system (3S is a German acronym and stands for three cables) provides the least invasive construction-based impact with tower-to-tower spans of more than one mile providing the final design to be canyon-impact sensitive that minimizes the physical damage to our canyons environment and protects our watershed.

The 3S Gondola uses clean, electric energy that will convey passengers above the numerous avalanche paths providing passengers with an experiential enhancement to the canyon experience – people will seek out and want to ride the gondola! The Gondola provides a healthier and far safer method of travel for canyon residents, guests, and tourists and provides an all access experience for those with disabilities. The ride will be breathtaking.

As mentioned briefly above, another crucial benefit presently lacking in LCC is that the Gondola will provide an emergency secondary egress. In the event of a catastrophic event, this egress benefit cannot be duplicated by any of the other transportation options under consideration. In no other area in the state would a dead-end street be allowed to be constructed by an average of more than a few hundred feet. We have constructed (over many years) a cul-de-sac known as Little Cottonwood Canyon Road of nine plus miles! The gondola will provide this significant safety-related problem with an emergency secondary access for residents, employees, guests including emergency medical personnel and their patient-based scenarios during severe winter storms allowing them to exit the canyon regardless of canyon closures of the past that have impacted so many.

In support of the UDOT objectives and our conclusions, we are recommending the Gondola be the choice and as such, we are preserving a base station site until the EIS decision by UDOT has been concluded. In the event that UDOT and our elected officials decide that this site works for the Gondola Base Station, and if the Gondola plan is selected as the transportation solution for LCC, then the site will not have been sold and/or developed into single family homes.

To that end, we are requesting that UDOT amend the Study defining Scenario 3B as the preferred gondola option to what we define as Scenario 3B-1 and is detailed below.

Scenario 3B-1 would be the LaCaille Base Station and the preferred location for the base terminal for the following reasons:

- 1. Gondola Canyon Alignment.** Based upon the Gondola alignment plan as attached, the LaCaille Base station works to alleviate most of the Highway 210 and 209 congestion as it draws the canyon traffic away from LCC before and past the Y-Intersection. Additionally, there will be reduced traffic congestion in the Canyon because busses cease going into the Canyon (excluding one as detailed later) which bypass the canyon at the Y-Intersection in traveling to the Mobility Hubs in Sandy and Cottonwood Heights as they pickup and drop off passengers at the LaCaille Base Station.

We recommend that for the Y-intersection, UDOT construct a signalized intersection allowing traffic and the UTA busses to make controlled left hand turns from Highway 210 and Highway 209 allowing the modified 994/953 (labeled by CW as the 973 UTA bus route and as discussed further below) to have northbound access to North Little Cottonwood Road leading to the base station.

It should be noted that under the existing Study (Scenario 3-B), UTA busses will need to travel into LCC, past or near the Y-intersection and then turnaround. Based upon a rudimentary design for the UDOT LCC 3B base station, the Busses will need to make a left hand turn, cross traffic within the canyon or UDOT will need to develop a sophisticated and very expensive (possibly a grade separated interchange) at the LCC Base Station. In order to accomodate the uphill gondola passenger, they will need to have an articulated bus (60-70 feet long) stop at this location every 1.37 minutes (44 per hour) adding to the existing traffic congestion in the Canyon at the Y-intersection.

Without significant reconstruction of Highway 210 in LCC, we do not feel it's feasible to have a bus at the LCC Station every 1.37 minutes. In our projections we have decreased the number of bus stops to one every two minutes that projects the uphill loading capacity of 2580 passengers per hour. Therefore, without a parking structure (the 3B Scenario states UDOT will not build a public parking structure at the mouth of LCC as part of that base station) to increase the passenger loading into the gondola, it seems to be under-utilizing the capacity of the planned 3S Gondola which has a 5,000 passenger per hour uphill loading capacity.

Developing the present UDOT Scenario-3B LCC base station and its Bus passenger drop off at the mouth of LCC will demand a large amount of acreage to accommodate buses and personal vehicles dropping passengers at the LCC Base Station and again, creating even more congestion at the Y-intersection. Again, we recommend that the lesser impactful LaCaille Base Station location be used for the Gondola base station as an alternative because of its many advantages.

Attached is our Gondola Alignment Map (Exhibit K). The LaCaille Station is located closer by .70 miles to the mouth of LCC by comparison to the example used in UDOTs Study Scenario-Two. This location makes the Gondola alignment more desirable and was not considered as an option in the Study as 3B-1 was previously slated to be developed into homes until January of 2020.

The UDOT Scenario-Two alignment (1.7 miles from the mouth of LCC) concerns were due to the number of homes that would need to be acquired by UDOT because the gondola's ropeway would be over the top of existing and proposed homes. Using the LaCaille Base Station site, the alignment would reduce crossing private property considerably and the number of homes could be reduced to possibly one or perhaps two.

2. UTA Transit Routing. The bussing transportation plan recommends a revision to the 994 and 953 bus routes wherein they would either continue onto each others originations points and return, stopping at the LaCaille Base Station to drop off/ pickup passengers or; terminate at the Mobility Hubs located at Big Cottonwood (6800 South Wasatch Boulevard) and Sandy Station location (9400 South and Highland Drive) and thereby cease going up into LCC.

UTA could initially use its existing 42 passenger busses and acquire the Studys recommended 84-passenger articulated busses as increased ridership demands more bus passenger capacity. The Busses would travel simultaneously between the two Mobility Hubs picking up and dropping off passengers at LaCaille Base Station.

In part of the Study, UDOT recommends electric buses be an integral part of the System. To enhance this concept, we should embrace the new technology being developed by Utah State University and a local company named WAVE. WAVE is the only company that currently offers a commercially available wireless charging system of 50 kW and 250 kW. WAVE's inductive charging systems, currently powering buses on routes throughout the U.S., are the nation's only solutions to have successfully undergone multiple rigorous commercial deployments.

The recommended 973 route (the new route between the Mobility Hubs) circulation design shows the potential routing from the two mobility hub stations whereby the busses would not need to make any left-hand turns at the LaCaille Station in order to pick up and drop off passengers. The design accommodates continuous flow of

the north, and southbound Hwy 210 travel lanes with corresponding dedicated bus pull out lanes accommodating the loading and unloading of passengers at LaCaille Base Station. The busses (and private vehicles from the parking garage) merge onto North Little Cottonwood Road and continue to proceed to the respective Mobility Hubs, (or in the case of private vehicles their own destinations) turn around and then proceed back to LaCaille Base Station and so on (see attached UTA routing Exhibit L). This modified routing will be considerably more efficient as busses traveling in both directions never interact with each other creating less traffic congestion.

Another challenge with the UDOT Study is that it recommends that a single point of bus access to the Canyon is preferred as 60% of the canyon visitors take I-215 and alternatively those travelers would have to go further along Wasatch Boulevard to get to the gondola station as compared to Study Scenario Two.

Our concern is that with 40% of the individual travelers using 9400 South (and in the States projected to grow pathway) as their canyon roadway access choice (originating from Historic Sandy Station, Draper and points south and even further west), they are being forced to travel the same extra length and impacting northbound Wasatch Boulevard to the single Mobility Hub at the mouth of Big Cottonwood Canyon, board a bus and travel backwards on the same road to the gondola station. We are confident that people will not make this redundant time-consuming trip and alternatively just drive up the canyon defeating our objective.

Therefore, we recommend that there be two mobility stations – one in Sandy and one in Cottonwood Heights - combined with the supplemental parking at the LaCaille Base Station. The LaCaille Station design allows passengers to choose which Mobility Hub (Sandy or Big Cottonwood) works best for them and then be transported via UTA to LaCaille Station.

As the Gondola alignment map shows, there are only three locations where we recommend that passengers can get onto and off the gondola – LaCaille, Snowbird and Alta although additional offloading stations have been considered. The challenge

with more on-offloading stations is that UDOT has estimated the cost for each on-offloading station is approximately \$17 million. To that end, if we create four more stops, the cost increases by almost \$68 million for, the significantly lower population that uses the four other projected stops mainly: Grist Mill, Lisa Falls, Tanners and White Pine trailheads.

Even more important than the increased costs is the projected additional travel time that takes about 5 minutes per on-offloading station. Adding more stops creates an additional time burden for the vast majority of passengers to travel in the canyon via gondola by an average of 20 minutes. Without the additional stops, the gondola travel time to Snowbird is estimated to take 30 minutes and 36 minutes to Alta. Adding another 20 minutes to the travel time will considerably decrease the passengers' desire to ride the gondola as it would then take up to an hour. Again, we project that people will just drive up the canyon and pay the toll defeating the objective of reducing canyon traffic.

As an option, and alternative to adding more on-offloading stations in the Canyon, the last part to the LCC transportation solution will be to provide a single UTA electrically powered bus that would transport the minority of the canyon passengers to the less frequented stops such as; Grist Mill, Lisa Falls, Tanner Gulch, White Pine Trailhead and perhaps the upper Albion parking lot. This bus would depart from the LaCaille Station with NO stops at the Snowbird or Alta gondola terminals and return to LaCaille. This canyon bus transportation service should be a reduced fare or free and paid for through the canyon revenues as discussed in the Study and herein. In addition to the majority of this single bus service costs being funded through the gondola operations, we recommend that the LCC public trailhead and restroom facility costs be maintained using this revenue stream as well.

3. Scenario 3B Base Station Location in LCC. The UDOT Study's 3B Gondola base station includes a gondola's base terminal building and the gondola car storage barn. If a gondola base station is constructed as described in the Scenario 3B example, it would be located at the LCC entrance and the canyon's focal point. This base

station structure would be a prominent feature and partially block the view of the glaciated formed canyon and the bells of Bell Canyon from being appreciated for their geological beauty as one arrives using Highway 210 and Hwy 209.

Our recommended 3B-1 Amendment changes the location of the building to outside of the mouth of the canyon which is then not going to impact the LCC Highway 210 viewshed as it turns the corner. Additionally, the parking garage is constructed into the shoulder of the road at and below grade off of Highway 210. Resultantly, the base station and garage will then be away from the view of the canyon's entrance and preserve the amazing visual experience one gets while turning "*the corner*" into the canyon.

4. Changing the Negative Public Input. First, we are certain that there are those who will find fault in all four UDOT proposals to resolve the LCC transportation problems. We would ask the naysayers to provide their written proposal to resolve the current and pending transportation crisis in Little Cottonwood Canyon. Second, in the written UDOT Study document, it is stated that one of the reasons that Scenario -Two was not chosen as the base station site was as a result of the developing residential area and the anticipated negative response from the public which we assume includes our future homeowners who would surround the Gondola base station and parking garage.

QRD will be the development team constructing the project's homesites and villages and will include the gondola base station details in our Master Plan. We will also include a disclosure in our CCR's that requires the homeowners and all future homeowners, prior to their purchase of a lot or home to acknowledge that the gondola and base station will be located at this site. As evidence, we will require that Buyers sign an affidavit consenting to this provision certifying not to object to nor protest the gondola during the final process and construction. This recorded provision will run with the land, in perpetuity.

Conversely, we are confident that our home buyers will want the Gondola base at this location because they will generally be drawn to the area as mountain enthusiasts who will embrace a local mountain connection that provides immediate and unfettered access to the Canyon which the Gondola will provide.

5. Signalized Intersection. As for the residents (who live on the west side of Highway 210) in our immediate area and during peak periods of canyon travel or canyon closures, they cannot exit out of their neighborhoods during these congested time periods. A new signalized intersection on North Little Cottonwood Road is planned and shown in the Master Plan. We will pay for our respective share of a new signalized intersection improvements and road dedication at LaCaille Lane and North Little Cottonwood Road. This is a community-wide benefit helping residents in the area leave their homes and neighborhoods during peak traffic periods and allows for the residents along with the 973 (or modified 994/953) busses to merge into the ROW as they return to the Mobility Hubs.

6. LaCaille Base Station Parking. Based upon our own experience and the statements from many including those referenced in the Study, transfers from cars to busses and then the gondola are a timing/value problem. As such, for those folks who feel they must park closer to the gondola station (a higher parking fee at this station is recommended) we have devised a plan for 1546 parking stalls at the LaCaille Base Station. The number of parking stalls together with the bus lanes and drop off lanes (on P1) for vehicles will significantly offset the transportation and parking needs (copy of the design is attached as Exhibit M).

To complete the intermodal hubs various methods of travel, we have included in the Master Plan an interconnecting trail system so that residents from the surrounding area can walk, run, or bike to the gondola station. Truly, this is the last piece in the regional transportation system and will complete the solution to the transportation problems and traffic congestion in LCC.

7. Mobility Hubs. We are not suggesting that LaCaille Base Station replace or even be considered as a Mobility Hub. This station would be an enhancement to the Study's 3B-Scenario making weekly parking at the Gondola base station a reality which shortens the travel time and is more desirable and efficient. Because the 973-bus route is shortened and passenger specific from only the two Mobility Hubs, the bus frequency can be increased and decreased based upon weekday, weekend and holiday passenger demands.

With 1546 LaCaille Base Station parking stalls, the number of stalls at the respective Mobility Hubs can be decreased reducing the mobility hubs' parking stall requirements and related development costs making the LaCaille parking garage expense somewhat revenue neutral.

8. LaCaille Station Loading Capacity. Using information gleaned from the Study, LaCaille Base Station will compliment the Mobility Hubs. Analyzing the bus and personal vehicle capacity (together with the 1,546 parking stalls), we estimate that the uphill loading capacity for the Gondola can be up to 4,461 people per hour (using articulated UTA Busses). If the smaller busses are used, then the number of passengers is reduced to 3,291 per hour of uphill loading as defined in our LaCaille Base Station Passenger Analysis (Exhibit N) that demonstrates the vehicle and passenger estimates.

LaCaille Base Station Parking Garage Description. The parking garage is proposed to be constructed partially upon our Property and partly into existing UDOT ROW property. In the Cottonwood Heights City Wasatch Boulevard master plan, it recommends that North Little Cottonwood Road (Hwy 210) be constructed using a two-lane road design. Taking the City's recommendation into consideration, we have used our property and UDOT's existing shoulder property to craft the LaCaille Station's parking garage design to include the recommended two lanes of traffic plus the dedicated bus drop-off and pickup lanes and a pedestrian/bikeway lane and needed walking routes that lead to the Gondola.

The parking garage top level (P1) is recommended to be constructed **at and below grade with North Little Cottonwood Road** and using the property (as shown in Exhibit G) the remaining levels shall be partially constructed into the sloping shoulder of the road. The lowest level and half of the eastern segment of the structure is planned to be below grade decreasing the remaining visual impact. The western exposure walls are recommended to be treated with exterior stone pillars.

LaCaille Lane's landscaping adjacent to the parking garage is being designed to mask the parking garage so that it is visually less intrusive to our visitors and residents. LaCaille Lane's landscaping will be similar to that of the existing private entrance off of Wasatch Boulevard.

For passengers using the northbound UTA bus, they will be offloaded and walk southerly to a pedestrian escalator and tunnel taking them beneath North Little Cottonwood Road and into the parking structures second level (P2). The Gondola platform will then be accessed via an escalator. The southbound passengers will arrive at the same level as the Gondola platform (P1) and have unobstructed walking access without crossing North Little Cottonwood Road to the Gondola.

On a side note, the Master Plan as shown will be revised to recommend that the Bonneville Shoreline Trail be connected via a Hwy 210 tunnel to minimize pedestrian traffic as they desire to connect into the other area trail systems.

9. Financial Concepts and Strategies. The development costs for LaCaille Center and Villages will be through private funding sources.

For the Gondola costs, we expect that this project, like any other transportation project in the State of Utah, will be funded through legislative resources although some of the ongoing gondola revenues generated could provide a source for retiring a por-

tion of the potential transportation bond used for acquisition and development costs.

For the ongoing administrative and operating costs, we believe the following will be more than adequate to cover those costs. The gondola revenues sources are listed below:

- a) Gondola ticket sales
- b) Tolls specifically from vehicles using LCC road
- c) Fees from parking in garages
- d) Ongoing contributions from Alta and Snowbird resorts for season pass holders and their employees
- e) Lease revenue at the base, mid and top terminals
- f) Advertising and naming rights, etc.
- g) Other ongoing government or quasi-government contributions

10. Miscellaneous. In addition to the loading platform, the Station itself will have small vendor spaces accommodating ticket sales, information, viewing platforms, ski/board rentals, a bistro coffee/food service and outside visitor seating on the southwestern edge of the parking structure and of course loading-queuing areas. For most visitors, similar to comparable Gondolas, riding it will be an experiential enhancement permitting them to have a unique and enjoyable experience that will be far more eventful versus a ride up LCC in a personal vehicle or bus.

La Caille



Conclusion

Conclusion

The QRD team of Vendors is comprised of highly motivated and professional individuals and corporations that deeply care about LCC and are in part:

- ❖ CW Management
- ❖ Snowbird
- ❖ Beecher Walker Architects
- ❖ Blu Design
- ❖ Ensign Engineering
- ❖ Numerous others along with our elected officials.

To that end, we have made more than 60 presentations to various groups and elected officials who have asked us to convey their thoughts as listed in the following notable quotes:

- a) *“When the conversation of a gondola came up, I was skeptical, but after seeing this idea, I am a believer”*
- b) *“I love this concept”*
- c) *“A transportation solution for Little Cottonwood Canyon is a generational decision. We must support the Gondola option to preserve the canyon for generations”.*
- d) *“Outstanding!”*
- e) *“This gondola idea resolves all of the major issues facing the canyon today—water, traffic, access and preservation, who is going to object?”*
- f) *“The gondola will provide experiential enhancement to the canyon.”*
- g) *“Love the gondola!”*
- h) *“Adds a lot of pizazz to the canyon”*
- i) *“We ARE going to do something, lets pick the best something.”*

- j) *“This project has the vision to properly prepare the canyon for our population, that doubles by 2050.”*
- k) *“The costs and solutions as presented balance the needs for all time.”*
- l) *“we have talked about it (the Gondola), We have studied it and now its time to do it!”*

We are certain that LaCaille Center and Villages in concert with the Gondola including the LaCaille Base Station will be a complementary addition to not only the Little Cottonwood Canyon and its surrounding community and also the crowning jewel of the regional transportation solution for the Wasatch Front.

Our requested LaCaille Base Station Amendment named Scenario 3B-1 will not detract from UDOT’s Scenario 3B, but rather become an enhancement to the overall objective of providing canyon enthusiasts parking, providing the safest, most reliable and accessible alternative being studied by UDOT through the EIS process. The gondola will provide the least amount of travel time and create a smoother transition for the UTA bus movement to and from the respective Mobility Hubs.

Scenario 3B-1 also takes into consideration the growing population of 40% of travelers coming from the southern part of Salt Lake County and even farther along 9400 South providing less congestion at a single Mobility hub location as defined in the Study.

In the final analysis, the Gondola is the only proposed transportation solution that further protects the canyon from invasive surface road widening or rail tracks, it’s also the only solution to the emergency egress problem, it’s the only solution that completely eliminates the potential impacts from canyon closures due to avalanches and it further protects our watershed by minimizing cars and busses in the canyon – ***the Gondola, quite frankly, is the solution!***

The concluding gondola benefit, and what some feel is the most important part of this proposal, is that if the gondola is approved and constructed, Snowbird has tentatively agreed

to, in concert with the Gondola being completed, provide a conservation easement for all the property they currently own north of Highway 210. This easement would prevent, in perpetuity, the chance that it could ever be developed into a traditional ski area with mechanized lifts. The area they own in whole or part includes property in Mount Superior, Flagstaff Mountain, Shoulder and Gully, Toledo Bowl and Cardiff.

To memorialize Snowbirds open space commitment, Snowbird has provided a letter to that affect. Both Snowbird and Alta are supporting this proposal and their individual letters are attached as Exhibit O.

Please note that elements of this proposal can change at any time, without notice due to unforeseen circumstances and governmental approvals. We will be available for a tour of the site to interested individuals to discuss our proposal and its recommended amendments to the Study.

Collectively we can create a solution to a long-standing problem and leave the future with something extraordinary!

Sincerely,

Quail Run Development LLC

Wayne Niederhauser

Chris McCandless

La Caille



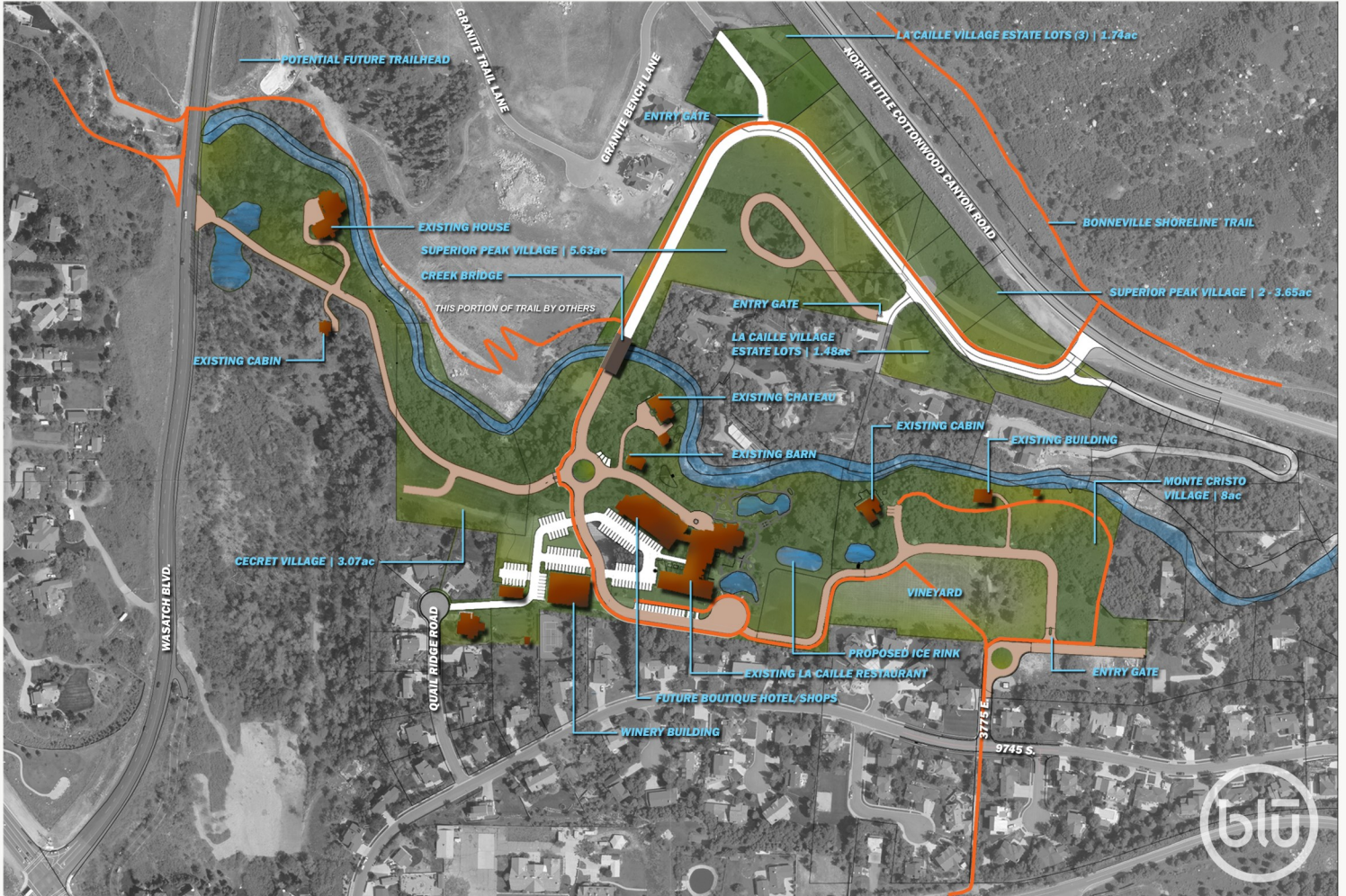
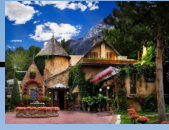
Exhibits A—O

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Exhibit A— LaCaille Master Plan without gondola

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LaCaille | Master Plan

Note: The LaCaille Master Plan is not dependent upon the Gondola being constructed on this site. Superior Peak Phase II (3 year estimate) will not be constructed until the Gondola decision is made and if its not chosen it will be sold as individual lots as depicted above.

La Caille



Exhibit B

UDOT Feasibility Study

UDOT Purpose and Need Chapter

UDOT Alternatives Development and Screening Process Report

(UDOT files attached separately)

Undergoing Revision
Information Subject
To Change.

**Aerial Transit
Alternatives Initial
Feasibility Study**

Little Cottonwood Canyon
Environmental Impact Statement
Wasatch Boulevard to Alta

Lead agency:
Utah Department of Transportation

July 9, 2019

Draft Purpose and Need Chapter

Little Cottonwood Canyon
Environmental Impact Statement
Wasatch Boulevard to Alta

Lead agency:
Utah Department of Transportation

May 4, 2020

**Draft Alternatives
Development and
Screening Methodology
and Preliminary
Concept Report**

Little Cottonwood Canyon
Environmental Impact Statement
Wasatch Boulevard to Alta

Lead agency:
Utah Department of Transportation

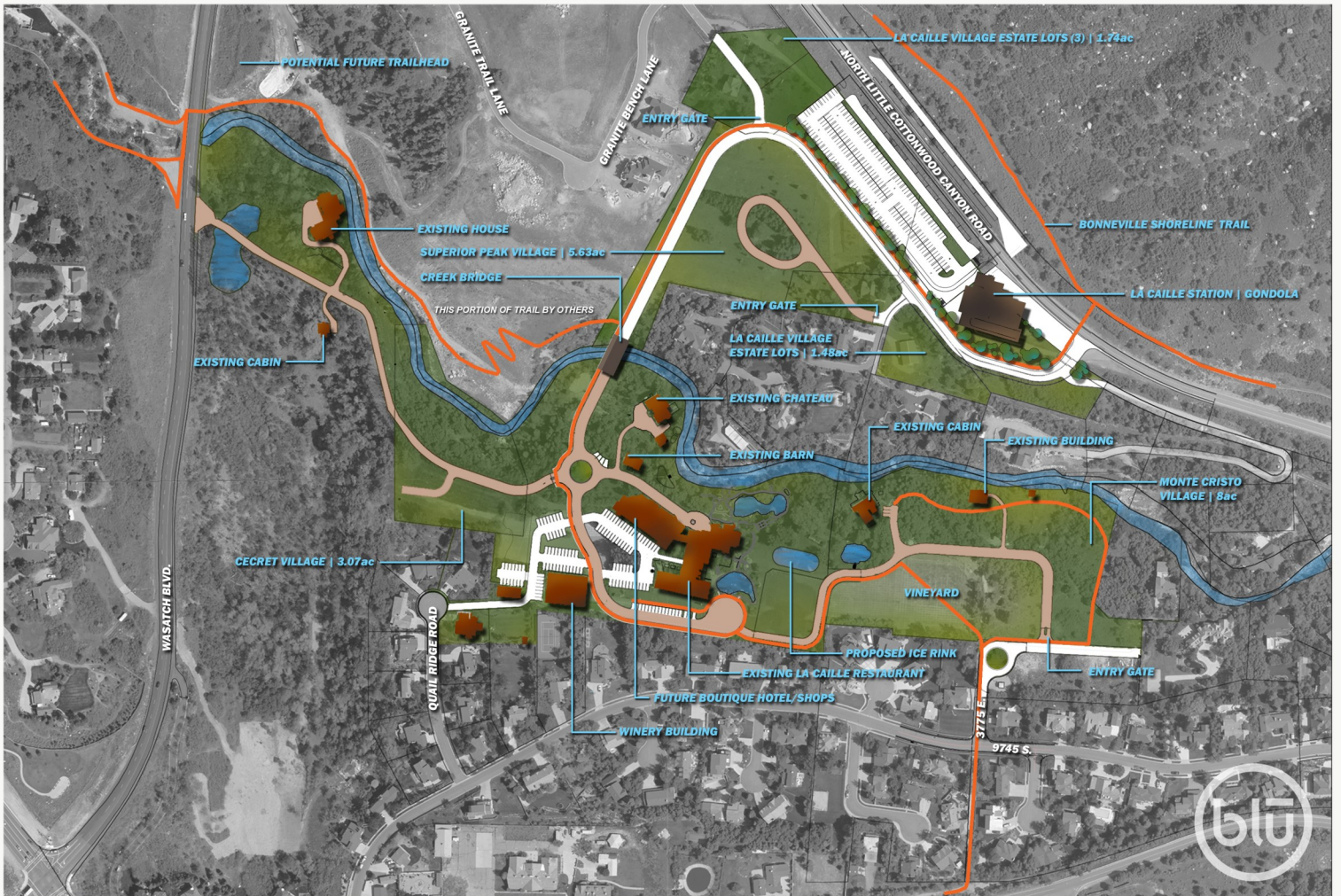
May 4, 2020

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Exhibit C—LaCaille Master Plan with Gondola Station

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LaCaille | Master Plan - GONDOLA

La Caille



Exhibit D—Forest Service Carrying Capacity
Questions and Answers Sheet



U.S. Forest Service Uinta-Wasatch-Cache National Forest

Overview

The Utah Department of Transportation (UDOT) is currently preparing an Environmental Impact Statement (EIS) for transportation and mobility improvements along SR-210 in Little Cottonwood Canyon. UDOT, through assignment from the Federal Highway Administration, is the Lead Agency for the Little Cottonwood Canyon EIS, and the USDA Forest Service is a formal Cooperating Agency. To date, and throughout the UDOT Little Cottonwood Canyon EIS process, various agencies, non-governmental organizations, and the public have asked questions related to the Forest Service management of visitors on National Forest System lands. In an effort to clarify Forest Service regulations, policies, and procedures associated with the management and monitoring of visitors on National Forest System lands, the Forest Service has prepared the following answers to some of the common questions that have been received during the UDOT Little Cottonwood Canyon EIS process.

Questions and Answers

1. *Does the Forest Service have the authority to set carrying capacities and limit access to National Forest System lands?*

Yes. The Forest Service has authority to regulate occupancy and use of National Forest System (NFS) lands under the Organic Act of 1897 (16 USC 551). The Act provides the Secretary of Agriculture with the authority to make rules, regulations, and establish service that ensures the protection of NFS lands, in accordance with the purposes for which the lands have been reserved, namely, to regulate their occupancy and use to preserve the forests and reduce forest degradation.

2. *Are there provisions in the 2003 Wasatch-Cache Revised Forest Plan that address acceptable carrying capacities on lands within the Uinta-Wasatch-Cache National Forest?*

Yes. The 2003 Wasatch-Cache Revised Forest Plan acknowledges that the tri-canyon area, including Millcreek, Big and Little Cottonwood canyons, provides a wide array of recreational opportunities designed to serve a large and growing urban population, while maintaining stable watersheds, water quality, and ecological integrity of the land, its physical resources, and its biological communities. The Plan directs Forest decisions responding to increasing recreation demands, to give first consideration to desired water quality and riparian conditions. In specific regards to wilderness, the Plan directs the Forest Service to control and reduce the adverse impacts of human use through education and minimum regulation. The Plan also indicates that the Forest Service will not allow crowding and physical impacts from visitor use to reach levels where solitude is destroyed, or evidence of humans dominates.

Through its implementation of the Forest Plan, the Forest Service closely monitors use levels on National Forest System lands to preserve forest resources and protect wilderness characteristics. The Forest Service acknowledges that in the future, management may be

needed to limit resource impacts from user visitation. The Forest Plan indicates that such management options may include, but are not limited to, use capacity analysis, allowed use limits and quotas, permit systems, designated camp sites, wilderness management plans, and/or amendments to the Forest Plan.

- 3. Will the Uinta-Wasatch-Cache National Forest evaluate carrying capacities and potentially limit access to National Forest System lands to protect forest resources and the quality of recreation experiences?***

Specific carrying capacities are not being considered at this time. Through its implementation and monitoring of the management protocols and objectives in the Forest Plan, the Forest Service has determined that many areas on the Uinta-Wasatch-Cache National Forest may handle increased use, without significant resource impacts, and while maintaining quality recreation experiences for visitors, with the construction and sustained operations and maintenance of infrastructure designed to accommodate current and future visitor demands. The construction and sustained operations and maintenance of infrastructure may greatly reduce visitor impacts to natural resources in some areas through controlled access, improved trails, proper toilet facilities, safe parking, etc.

The Forest Service acknowledges that future continued growth in metropolitan areas and communities adjacent to the Uinta-Wasatch-Cache National Forest may require additional management measures to limit resource impacts from visitor use. Currently, the Forest Service focus is to improve and maintain infrastructure to meet current user demands, and it is not considering specific carrying capacities for areas based solely on the limiting factors of its existing infrastructure.

- 4. How does the Forest Service monitor human impacts to forest resources, and what actions could the Forest Service take to mitigate impacts?***

The 2012 Planning Rule (36 CFR 219), guides forest plan monitoring across the Forest Service, and is intended to monitor human and other potential impacts to the forest, and identify necessary changes to the Forest Plan, management activities, monitoring program, and/or needed assessments to evaluate mitigation measures. The monitoring results and recommendations are presented in a *Forest Plan Biennial Monitoring Report* that is available to the public. The monitoring program focuses on several key areas, including but not limited to, assessments of visitor satisfaction, forest access, watershed conditions, fire management and fuels reduction, ecosystem health, land use, and forest Special-Use Permits. The forest may implement a wide variety of management actions to mitigate impacts identified in the *Forest Plan Biennial Monitoring Report*, which may include limiting access to impacted areas and/or resources.

- 5. Does the Forest Service consider the lack of solitude on National Forest System lands a degradation of the quality of the recreation experience, and therefore a reason to limit access?***

Recreation visitors to the Uinta-Wasatch-Cache National Forest experience a moderate to high level of responsible interaction with other users as a price they are willing to pay for ease and convenience of access from the urban setting. There is a diverse, and sometimes

conflicting range of individual visitor expectations for recreation experiences and amenities across the forest. Solitude is only one of many criteria that must be considered and evaluated by the Forest Service, and typically will not be the only criteria which would prompt the Forest Service to limit access to an area. The Forest Service's recreation strategy is to balance provision of recreational amenities and opportunities with natural and financial resources.

6. *Does the Forest Service set the carrying capacity of ski areas on the Uinta-Wasatch-Cache National Forest?*

No. The National Ski Area Permit Act of 1986, as amended by the Ski Area Recreational Opportunity Enhancement Act of 2011 (16 U.S.C. 497b), directs the Secretary of Agriculture to permit acreage sufficient and appropriate to accommodate the permittee's needs for ski operations and appropriate ancillary facilities, as determined by the Secretary, and does not explicitly direct the Secretary to set visitor capacity limits for the permitted acreage. Management of visitor experience and safety is the responsibility of each respective ski area, and is reflected in their Master Development Plan, required by the standard Forest Service Ski Area Term Special Use Permit, and their Operating Plan that outlines the ski area's responsibilities for protecting public health, safety, and the environment and for ensuring delivery of high-quality services (FSM 2341.1 and 2343.13).

7. *Why doesn't the Forest Service build more trails and trailheads to reduce the demand and impacts on existing trails and trailheads?*

While additional trails and trailheads may decrease visitor densities in other areas of the forest, new trails and trailheads have the potential to cause additional impacts on watershed conditions and other forest resources, and require additional infrastructure, operations, and maintenance to mitigate impacts. Proposed trails and trailheads must also be planned in regards to their purpose and benefit to the overall forest trail system, and ability to meet increasing demand, while maintaining desired watershed conditions and balancing expectations for various types of recreation opportunities. The forest faces challenges in sufficiently funding the evaluation, planning, construction, and ongoing operations and maintenance of existing and new trails and trailheads. The Forest Service meets this challenge by leveraging partnerships with local, state, and federal agencies, partners, and private enterprise to develop recreational facilities on and off the forest that provide for a range of recreation opportunities (e.g. camping and picnicking areas, trailheads, and interpretive sites). New trails and trailheads on National Forest System lands are planned and constructed in a sustainable manner for the forest.

8. *Why doesn't the Forest Service build more parking and keep parking areas open year-round to accommodate visitor demand?*

Protection of watershed conditions is a primary factor in managing roads, trails and access on the Uinta-Wasatch-Cache National Forest. The 2003 Wasatch-Cache Revised Forest Plan contains policies and directives for the management of watersheds in the tri-canyon area, including Millcreek, and Big and Little Cottonwood canyons. The Forest Plan limits parking capacities on National Forest System (NFS) lands in the tri-canyon area, including ski areas, summer use homes, developed and dispersed recreation sites, to not exceed year-2000 levels,

unless modification is needed to enhance watershed protection or to facilitate mass transit. Although parking on NFS lands may periodically be consolidated and formalized to enhance safety and protect forest resources, the Forest Service has attempted to manage the overall parking capacity in each canyon to year-2000 levels in accordance with the Forest Plan.

Several parking areas on NFS lands are closed during the winter months. This is typically due to the fact that the parking areas are associated with recreation areas and sites that are closed for the winter season, including associated infrastructure such as toilet facilities, picnic areas, garbage collection sites, etc. Although some of these areas may provide year-round access to trails and backcountry areas, the Forest Service does not operate and maintain the areas during the winter season due to higher operation and maintenance costs, and limited winter season staff. Additional funding sources and partnership opportunities may have an influence on the future management and operational seasons of these areas.

9. *Is the standard amenity fee, being proposed by the Forest Service at some sites on the Uinta-Wasatch-Cache NF, intended to limit access to those sites?*

No. The Uinta-Wasatch-Cache National Forest is proposing to implement a standard amenity fee at select sites, in accordance with its authorities under the Federal Lands Recreation Enhancement Act (REA). The purpose of the proposal is not to limit access to recreation sites on National Forest System lands, but to address the increase of forest visitation and associated demand for amenities and recreation opportunities. Increased use is impacting forest resources, visitor experience, and affecting the forest's capacity to manage a quality recreation program.

Funds generated from the REA sites will be used to conduct maintenance activities such as providing clean and functional restrooms, maintaining picnic tables and informational signs, increasing law enforcement presence, and keeping the sites free of trash. The Forest may also use REA funds to repair damages to the natural resources from visitors, repair and maintain trails, and hire Forest Protection Officers that would be responsible for the safety of forest visitors and their vehicles, thereby reducing vandalism on the forest, and educating visitors about forest rules and regulations, and enforcement.

10. *One of UDOT's objectives for the Little Cottonwood Canyon Environmental Impact Statement is to increase vehicle occupancy in Little Cottonwood Canyon, which inevitably may lead to more people visiting the Canyon. How will the Forest Service manage this likely increase of visitors to the Canyon?*

The Forest Service is a cooperating agency assisting UDOT during the development of the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). One of UDOT's primary objectives for the LCC EIS, which stems directly from Utah Senate Bill 277, which establishes the eligibility of the project for funding, is to mitigate traffic congestion in LCC. To meet this objective, UDOT is evaluating alternatives that include increasing vehicle occupancy and facilitating public transit within the Canyon. Although it is not UDOT's intent to increase visitors in the Canyon, it is likely that by facilitating transportation, combined with growing recreation demands, more people will visit the Canyon.

The proposed alternatives that UDOT may evaluate in the EIS are anticipated to be implemented within UDOT's existing easement for State Route 210, or otherwise on lands that will be appropriated for highway use by the Federal Highway Administration (FHWA). As a cooperating agency, the Forest Service will participate in the EIS process and will advise UDOT and the FHWA on potential impacts to National Forest System lands and forest resources that may need to be considered and evaluated in the EIS, in accordance with the 2003 Wasatch-Cache Revised Forest Plan and the Federal-Aid Highway Act (23 USC). The Forest Service will collaboratively work with UDOT and other cooperating and participating agencies to develop mitigation measures, as necessary, which will permit UDOT to successfully meet the objectives of the project and Senate Bill 277, while ensuring the protection of National Forest System lands and forest resources.

11. How would the Forest Service evaluate a carrying capacity study?

As described in Item 3, above, the Uinta-Wasatch-Cache National Forest is not considering specific carrying capacities at this time. If, through monitoring of the management objectives in the Forest Plan, the Forest Service determines that visitation and use is adversely impacting forest resources, and the mitigation of such impacts is not feasible through standard adaptive management practices, the Forest Service may decide to perform a carrying capacity or similar study for a specific area or areas. Alternatively, if an individual, group, or entity decides to undertake a carrying capacity study for National Forest System lands, they may do so and formally submit the study as a proposal to the Forest Service. A carrying capacity study would need to address several factors to accurately demonstrate the need, methodology, monitoring/enforcement, anticipated efficacy, environmental justice concerns, and other factors to adequately support a proposal for Forest Service consideration. In either scenario, the Forest Service will first evaluate if the proposal demonstrates a valid purpose and need, and is consistent with Forest Service policies, regulations, and authorities. Pending a positive outcome of this initial evaluation, any proposed management actions will be analyzed in accordance with the Forest Service NEPA process, including formal public comment and objection periods. The Forest Service NEPA process will also be used to analyze any necessary amendments to the Forest Plan required to implement the proposed management actions. Based on the results of the NEPA analysis, the Forest Service may make an informed decision on whether to implement all or parts of the proposed management actions.

Contact: Mr. Lance Kovel, Special Projects Coordinator/ UDOT Liaison
 Uinta-Wasatch-Cache National Forest
Phone: 801-999-2131
Email: lance.kovel@usda.gov

La Caille



Exhibit E—Boutique Hotel Rendering

La Caille



Rendering is based upon a European design looking along existing brick road

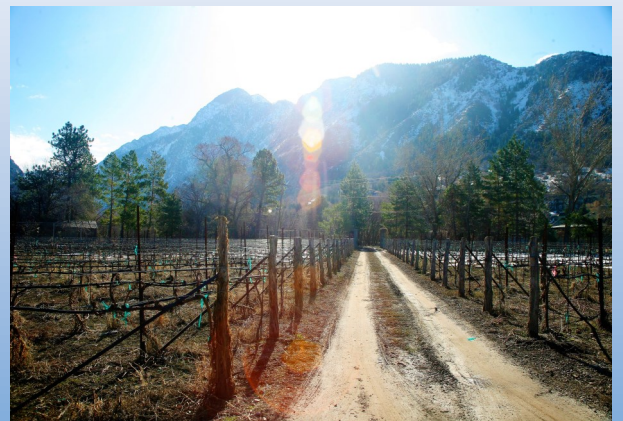
LaCaille is in the background

La Caille



Exhibit F—Photographs of Existing Homes and Area

La Caille



Preservation of the area's natural and landscaped beauty and providing a site for the gondola base station and its alternate use is the objective.

La Caille



Below: Pictures of homes that are proposed to be preserved as member's guest houses.

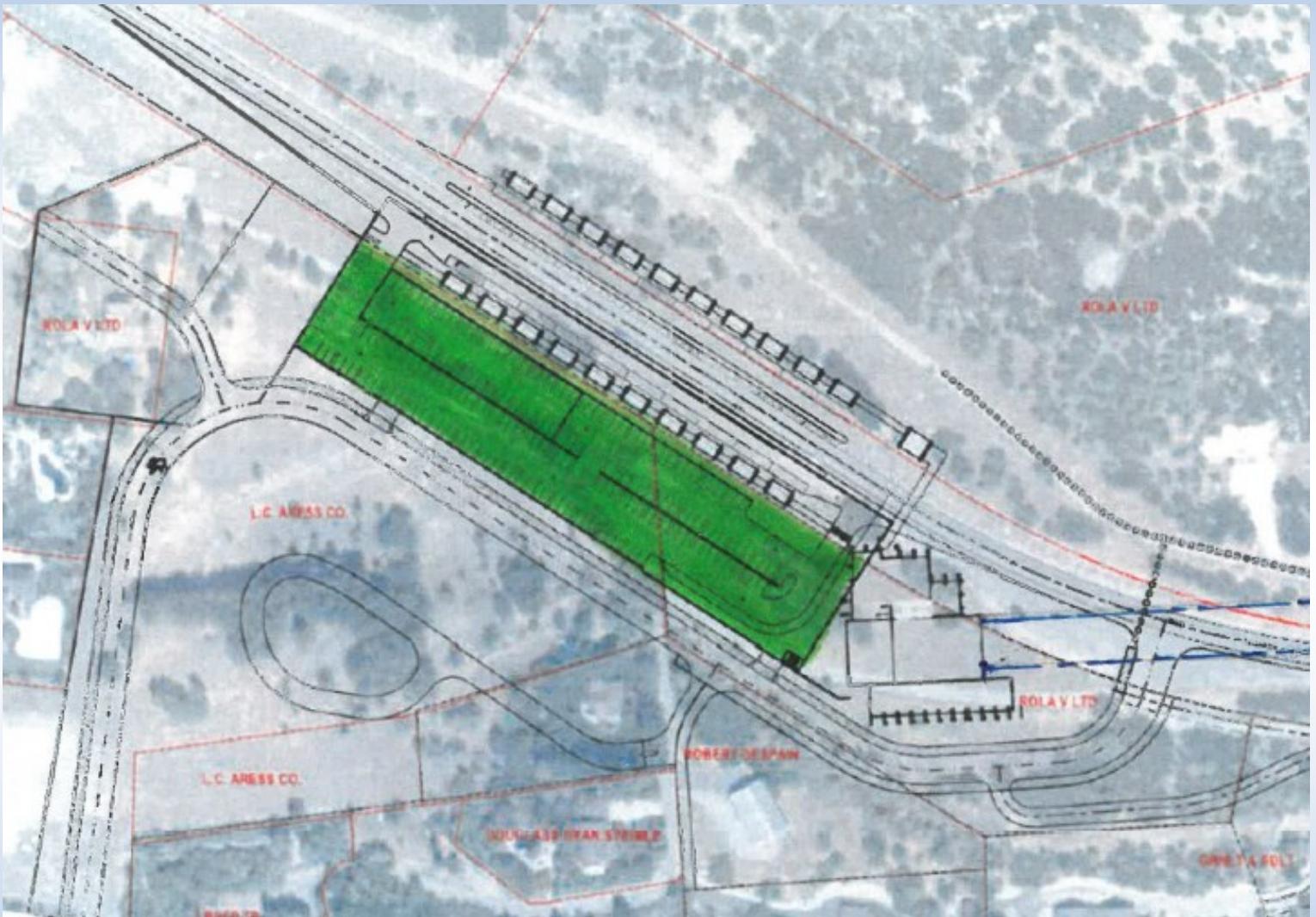


La Caille



Exhibit G—Gondola Base Station Parcel

Exhibit G—Gondola Base Station Parcel



Note: The parking garage is constructed into the hillside as it drops 45 feet from the ROW to the QRD LLC property as shown above. The garage also incorporates a portion of the existing UDOT ROW property.

La Caille



Exhibit H—Cottonwood Heights City

Wasatch Boulevard Master Plan

(Selected excerpts—full document attached separately)



WASATCH BOULEVARD

Master Plan



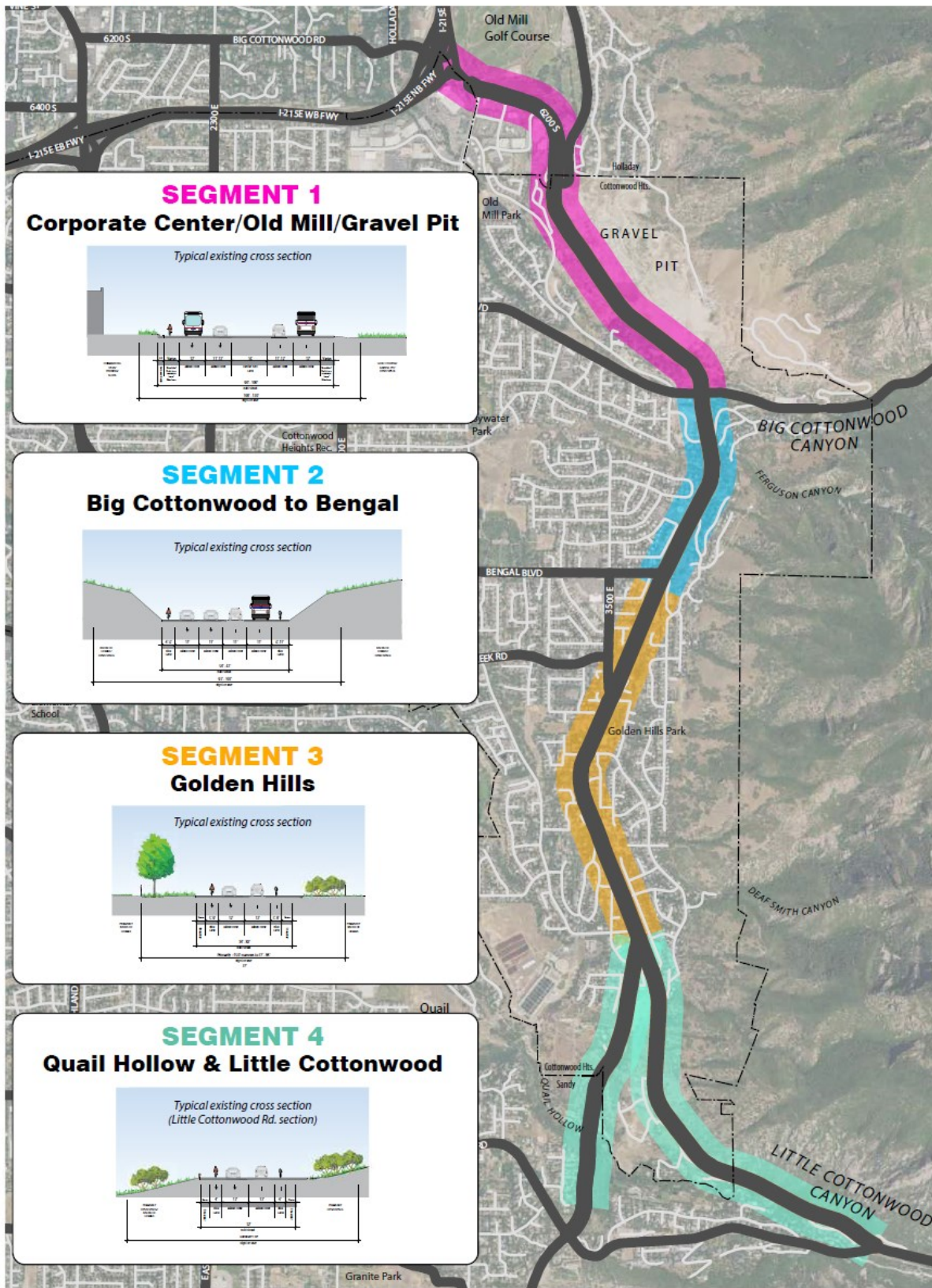
July 2019

WASATCH BOULEVARD CORRIDOR GOALS

- 1 | Preserve and enhance the character and livability of existing residential neighborhoods.
- 2 | Move people through the corridor reliably.
- 3 | Increase safe travel choices along the corridor.
- 4 | Enhance opportunities for recreation along the corridor.
- 5 | Preserve and enhance the scenic and natural qualities along the corridor.
- 6 | Promote and prioritize sustainable solutions to Wasatch Canyon access at a local and regional scale.
- 7 | Identify potential land uses and locations for new development or redevelopment along the corridor.

Figure 1.3: Wasatch Boulevard Corridor Goals.

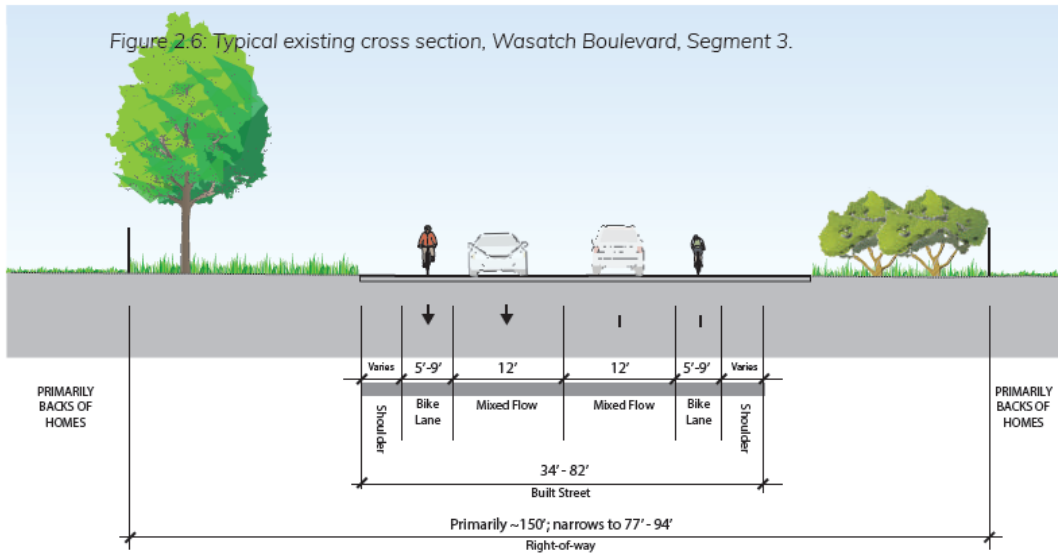
Figure 2.3: Corridor Character Segments



CORRIDOR SEGMENTS

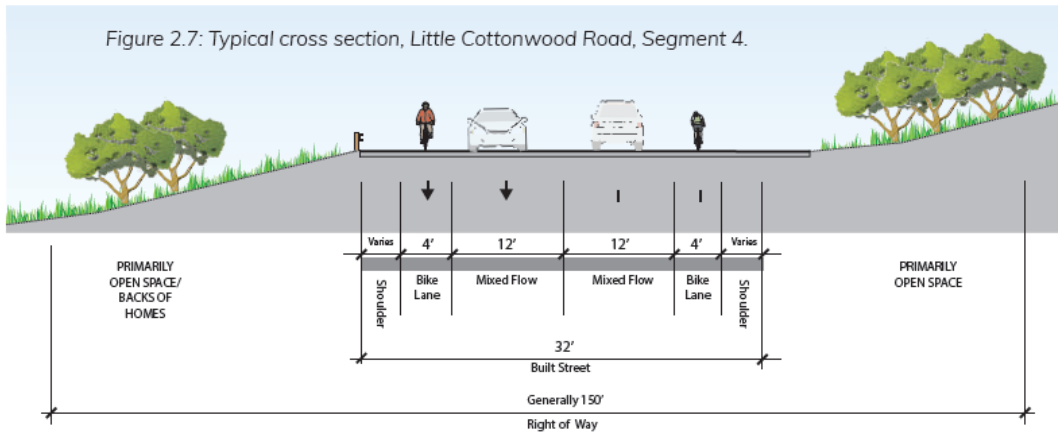
Based on common community and roadway character, the project team proposes considering the Wasatch Boulevard corridor in four segments, identified and called out above.

Figure 2.6: Typical existing cross section, Wasatch Boulevard, Segment 3.



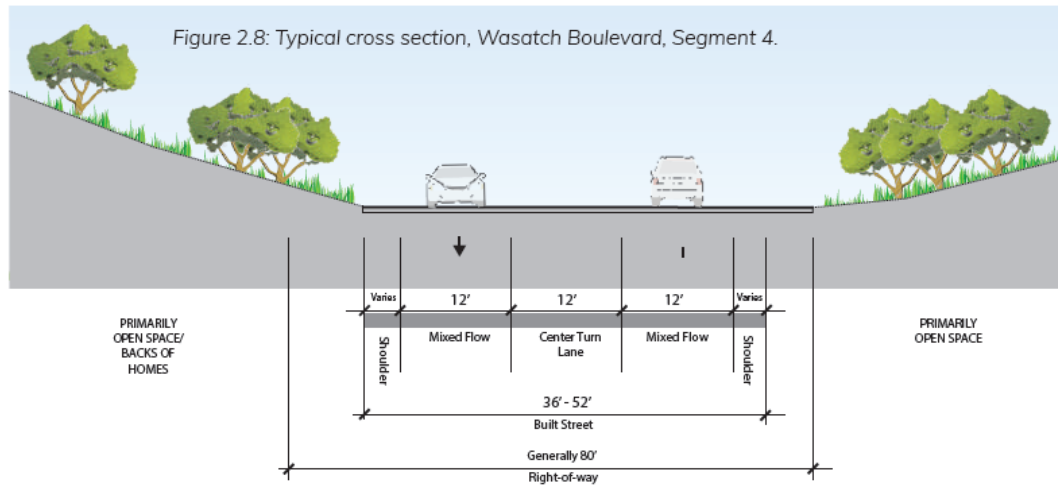
Wasatch Boulevard
Between Bengal Blvd. and Little Cottonwood Road
LOOKING NORTH

Figure 2.7: Typical cross section, Little Cottonwood Road, Segment 4.



Little Cottonwood Road
Between Wasatch Blvd. and Little Cottonwood Canyon mouth
LOOKING NORTH

Figure 2.8: Typical cross section, Wasatch Boulevard, Segment 4.



Wasatch Boulevard
Between Little Cottonwood Road and 9800 South
LOOKING NORTH

La Caille



Exhibit I—Carbon Emissions Reduction Information

Exhibit 1. Daily emission calculations for Gondola engines as compared to 3,500 cars traveling round trip from mouth of Little Cottonwood Canyon (LCC), to Alta, and back for: Carbon Dioxide (CO2), Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5) and Volatile Organic Compounds (VOC).

Table 1. Gondola engines and daily kilowatt (kW) usage.

Engine Power (kW)	550	Number of Engines	4	kW (total 4 engines for 1 hour)	2,200	Hours/day of Operation	12	kW/day	26,400
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Table 2. Gondola Engines and CO2 emissions.

Coal Emissions		Natural Gas Emissions	
Coal lbs. CO2/kWh*	CO2 from kWh of energy used daily (lbs.)	Natural Gas lbs. CO2/kWh*	CO2 from kWh of energy used daily (lbs.)
2.2	58,344	0.9	24,288

Rocky Mountain Power (RMP) Energy Mix for Utah = 56% Coal; 18% Natural Gas; 16% Renewables (Wind, Hydro, Solar); 10% other.

*CO2 from kWh of RMP Energy Mix used daily for Gondola engines (lbs.)***

37,044

* <https://www.eia.gov/tools/faqs/faq.php?id=74&t=11>. ** <https://www.rockymountainpower.net/savings-energy-choices/blue-sky-renewable-energy/product-content-label.html>.

Table 3. Daily CO2 emission per car from mouth of LCC, to Alta, and back.

Miles from mouth of LCC, to Alta, and back.	Average MPG for mid-size SUV.	Gallons per round trip of average SUV from mouth of LCC, to Alta, and back.	Carbon produced from burning 1 gallon of gasoline. (lbs.)***	Carbon produced from one round trip in average SUV from mouth of LCC, to Alta, and back. (lbs.)
18	15	1.2	20	24

*** https://www.fueleconomy.gov/feg/content/includes/co2_inc.htm

Table 4. Daily cars in LCC and CO2 emissions produced. For comparisons to the Gondola, the assumption of 3,500 cars daily is used.

Number of Cars	CO2 per round trip from mouth of LCC, to Alta, and back.	CO2 produced daily by 3,500 cars from mouth of LCC, to Alta, and back. (lbs.)
3,500	24	84,000

Table 5. Daily CO2 savings from Gondola as compared to 3,500 cars.

CO2 from Gondola/day (lbs.)	CO2 from 3,500 cars/day (lbs.)	Daily CO2 savings from Gondola as compared to 3,500 cars (lbs.)
37,044	84,000	46,956

Table 6. Calculations for Nitrogen Gas (NOx), Particulate Matter 2.5 (PM 2.5), and Volatile Organic Compounds (VOC) for 3,500 cars per day, round trip from mouth of LCC, to Alta,

Pollutant	lbs./car/day	lbs./3,500 cars/day	Calculations****
NOx	0.0275	96	$NOx/round\ trip = (0.693\ g/mi) * (18\ mi/day) * 1\ lbs./454\ g$
PM 2.5	0.0002	1	$PM\ 2.5/round\ trip = (0.0041\ g/mi) * (18\ mi/day) * 1\ lbs./454\ g$
VOC	0.0410	143	$VOC/round\ trip = (1.034\ g/mi) * (18\ mi/day) * 1\ lbs./454\ g$

**** <https://nepis.epa.gov/Exec/tiff2png.cgi/P100EVXS.PNG?-r+75+g+7+D%3A%5CZYFILES%5CINDEX%20DATA%5C06THRU10%5CTIFF%5C00001432%5CPI00EVXS.TIF>

La Caille



Exhibit J—Doppelmayr Information and Pictures



GONDOLA PHOTOGRAPHS AND CANYON ALIGNMENT MAP

Travels above the 22 known
avalanche paths in LCC.



Doppelmayr 3S Gondola
has a 28 passenger car,
is ADA accessible and
provides an experiential
enhancement to the
visitor.



Sustainable Mobility. Proven Technology.

The undertaken Life Cycle Assessments show that the urban ropeway is the eco-friendliest mobility solution in comparison to alternative transport systems. Based on the "Línea Roja" in La Paz (BOL) the well-known consultant institution denkstatt GmbH conducted a LCA-study for both existing transportation systems ropeway and bus as well as one for a fictional tram. All Life Cycle Assessments had been undertaken according to ISO 14040/44 and were reviewed by three independent institutions.

Study | denkstatt GmbH (2019): Carbon Footprint of a Doppelmayr Cable Car in La Paz, Placed in the Context of Select Alternative Transport Systems.

The underlying scenario¹ is characterized by a height difference of 402 meters and would only have been possible by bus or tram over a distance of 12,4 kilometres. With the mobility solution "ropeway" the decision-makers considered to use a new level which directly connects both stations over a distance of 2.349 meters without any traffic jams. Apart from the positive effect on the travel time, a trip only takes 10 minutes – passengers of the ropeway system profit from continuous availability of cabins which eliminates waiting time for users.

With the proven ropeway technology in urban mobility we help cities in reaching UN Sustainable Development Goal "11. Sustainable Cities and Communities" to maintain the quality of life for current and future city dwellers. The urban ropeway as an easily integrable, interconnected and reliable solution in urban mobility promotes:

Decarbonization of Cities

- No local pollution such as nitrogen oxides (NO_x) or particulates
- Low environmental impact due to smallest physical footprint to alternative mobility solutions
- Central Electric Drive: Highest Energy Efficiency

Environmentally friendly mobility solutions to increase the general quality of life in cities

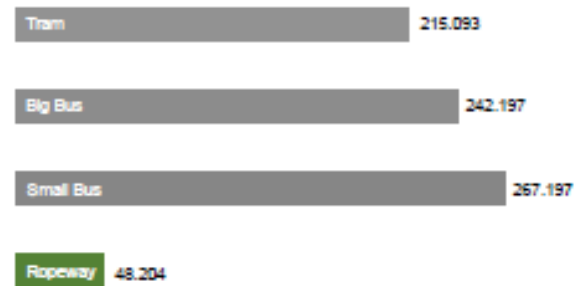
- Livability: Higher air quality (no fumes) and low in noise
- Lowest land sealing through easy integration in existing infrastructure
- Preservation of buildings, parks, and memorials

Accessible mobility without any limitations

- Barrier-free entrance and exit
- Continuous availability of cabins (no waiting) for up to 6.000 passengers per hour and direction
- Cost-effective implementation and operation enable socially acceptable pricing for users

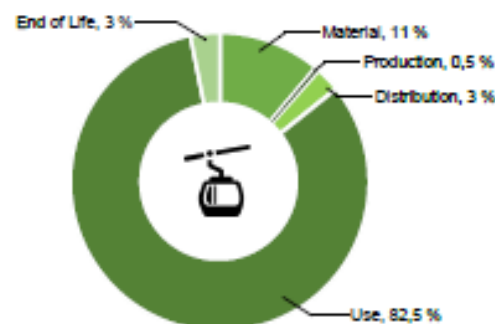
Life Cycle Assessments

of various means of transport (in tCO₂eq)



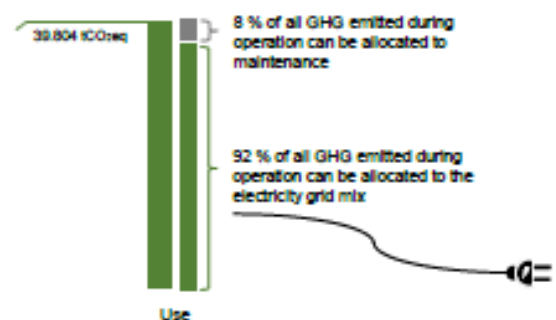
Greenhouse Gases allocated to Life Cycle Phases

LCA of urban ropeway "Línea Roja" (Cradle to Cradle)



Operation of Urban Ropeway (Use)

Divided into electricity grid mix and maintenance



¹Functional Unit

Start: 16 de Julio (El Alto, Bolivia)
Finish: Estación Central (La Paz, Bolivia)

69 % Utilization (2.059 pphpd)
17 hours/day, 365 days

Direct Route: 2,3km (10min)
Alternative Route: 12,4km (10min)

Open Loop Recycling
30 years operation period

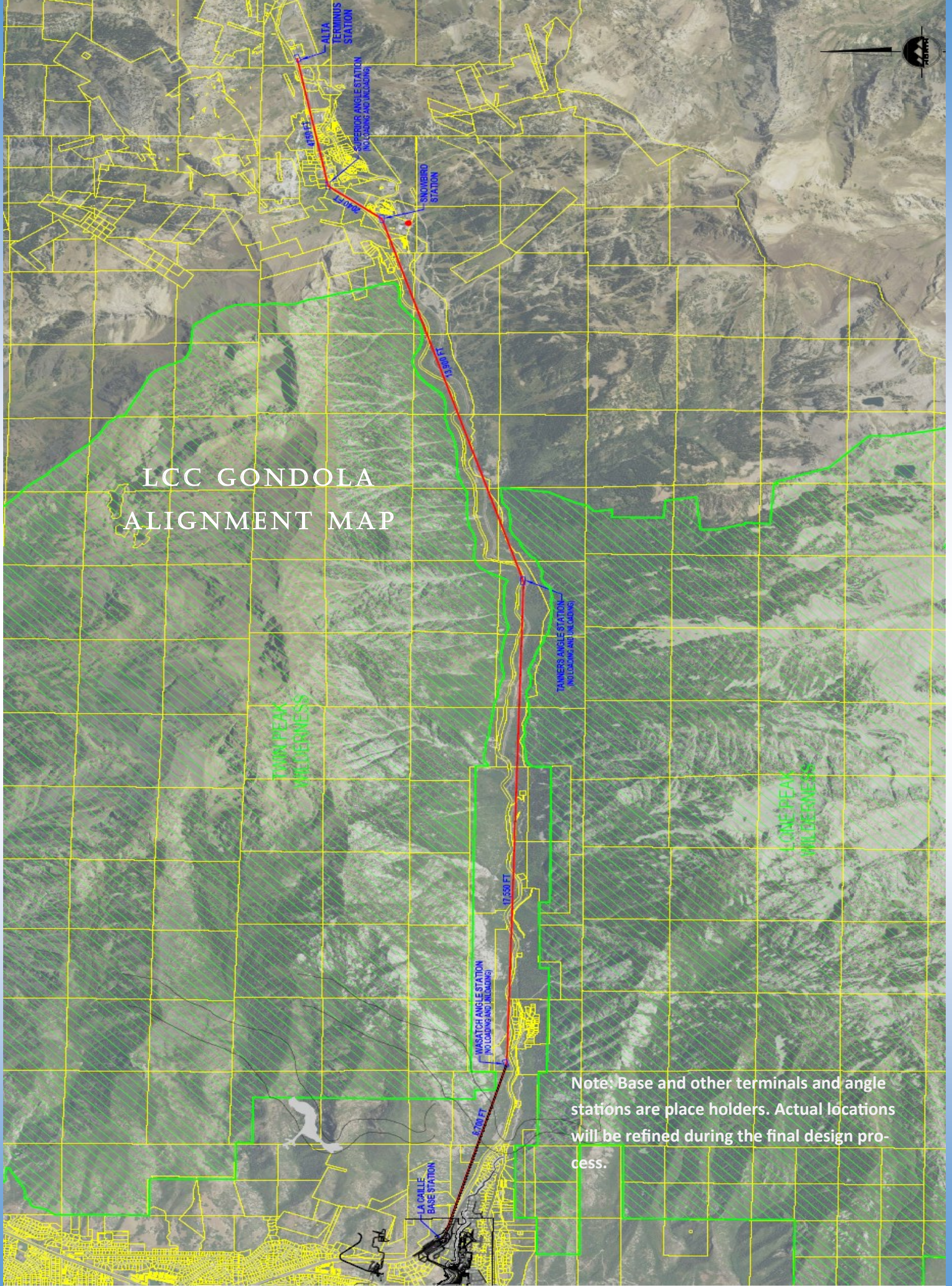
La Caille



Exhibit K—LCC Gondola Alignment Map



LCC GONDOLA ALIGNMENT MAP



Note: Base and other terminals and angle stations are place holders. Actual locations will be refined during the final design process.

La Caille



Exhibit L—Proposed UTA Alternative Bus Routing Map



PROPOSED UTA 973 TRANSIT ROUTES



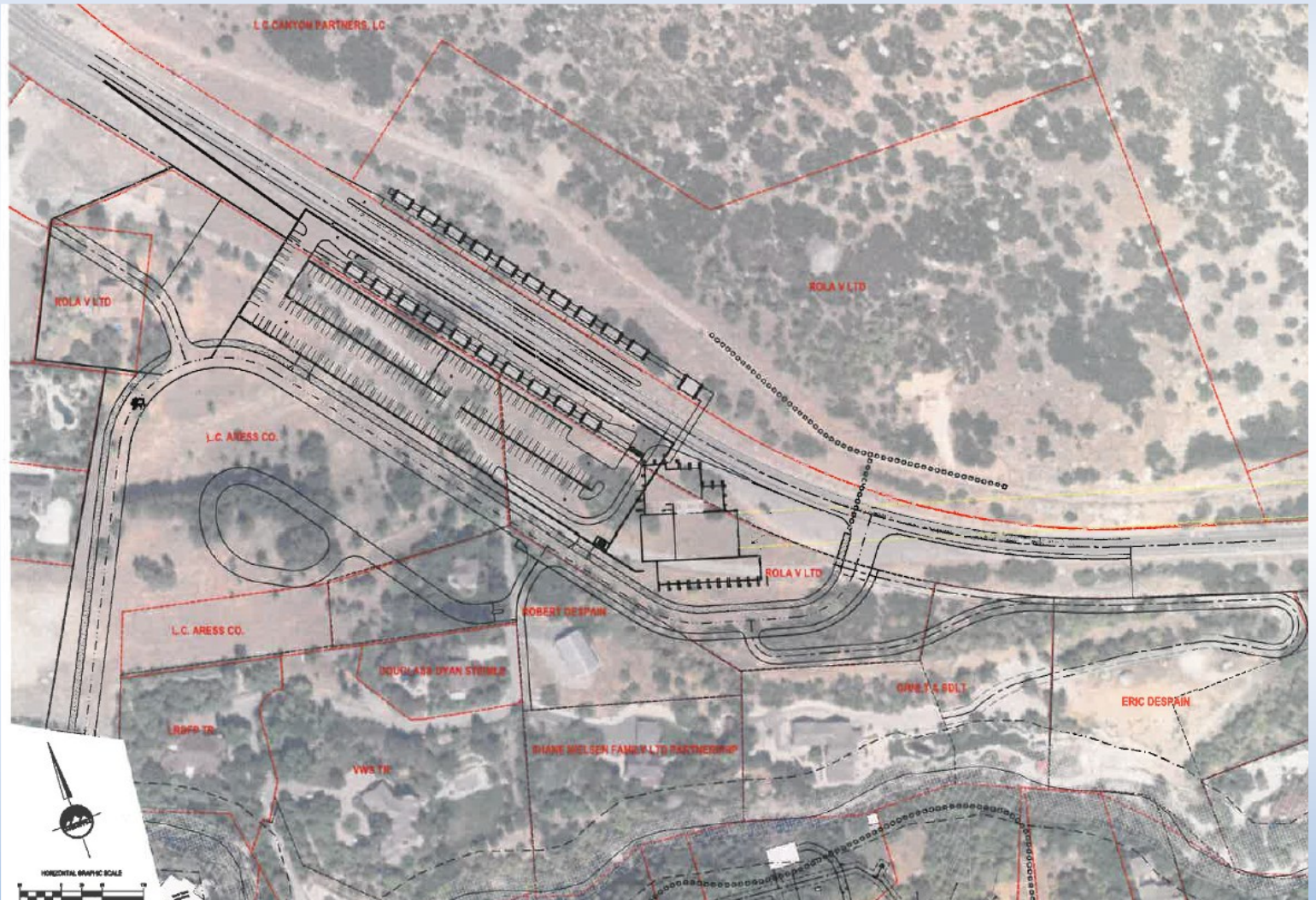
La Caille



Exhibit M—LaCaille Base Station Parking Garage Concepts



GONDOLA—LACAILLE BASE STATION AND INTERMODAL HUB DESIGN



Note: This is part of the regional transportation network allowing visitors to arrive up canyon from various locations without using an automobile.



LACAILLE BASE STATION

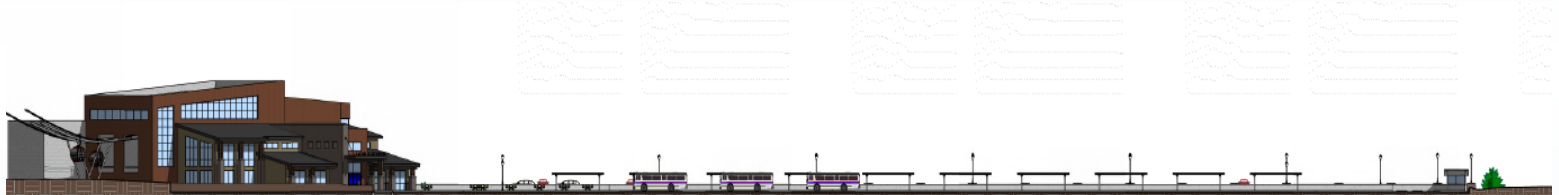


Top: Front entrance of LaCaille Base Station (looking west)

Bottom: Base Station and Little Cottonwood Road (looking north)



LACAILLE BASE STATION- PARKING STRUCTURE



Above: Parking garage looking from west to east. CCR's in Superior Peak Village will disclose future parking garage and gondola to homebuyers.

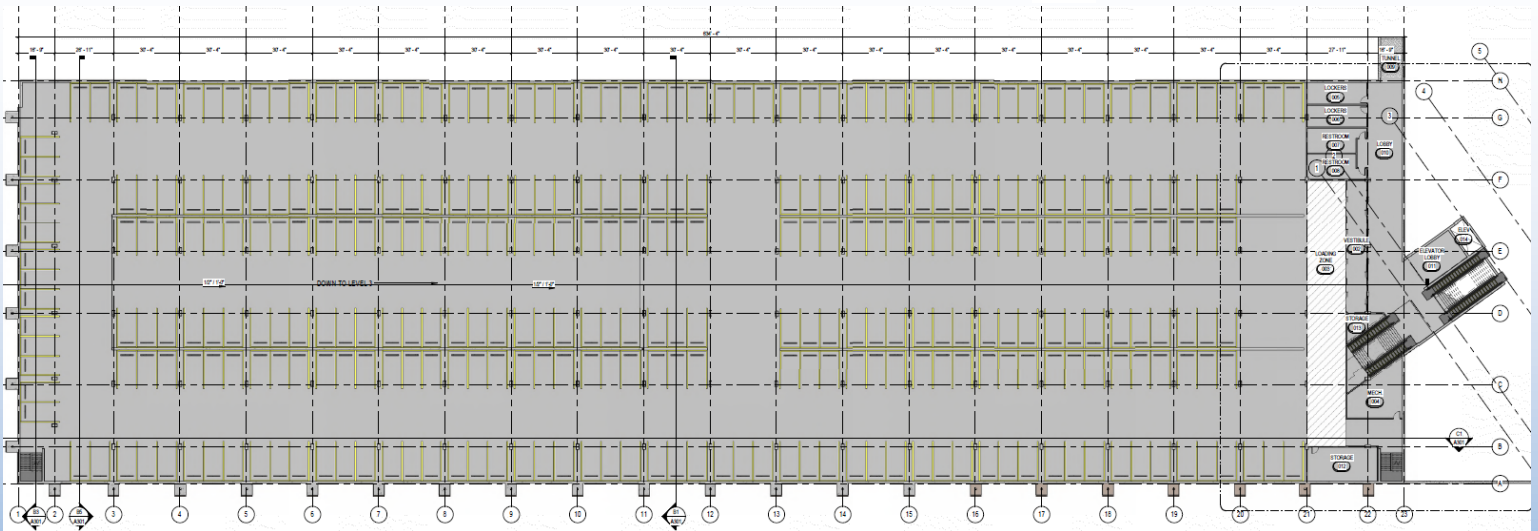
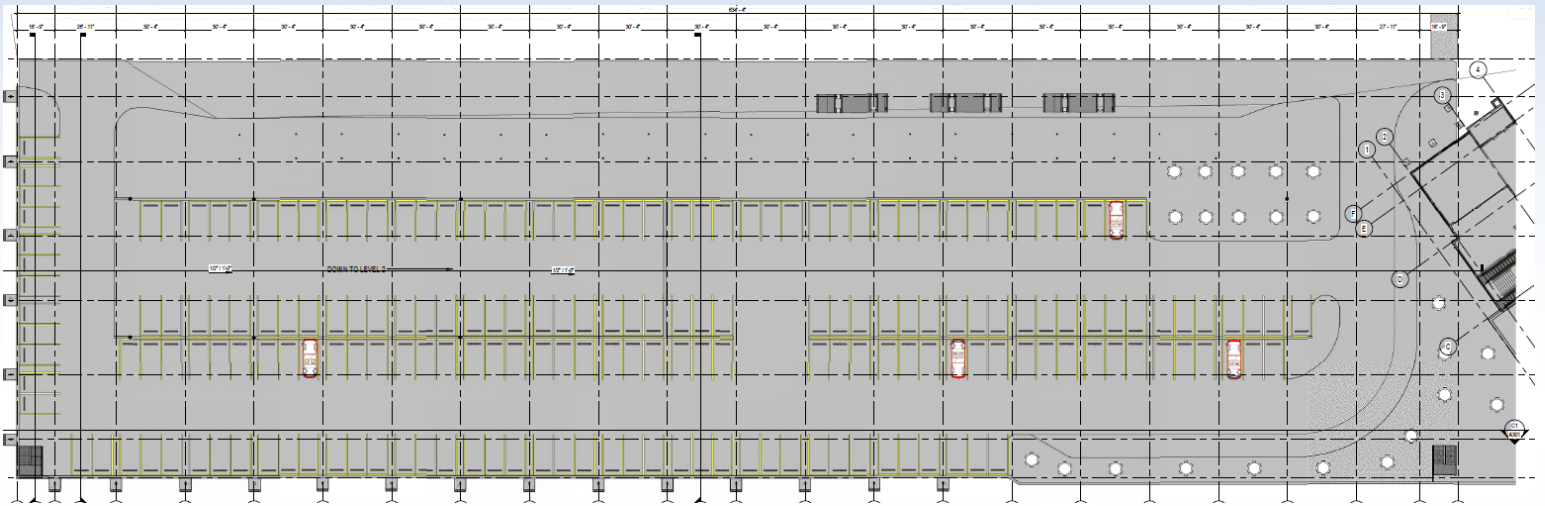
Middle: Base Station looking east to west. Note that the parking garage is built at-grade with Little Cottonwood Road (Highway 210)

Below: Elevated view looking north along North Little Cottonwood Road with escalator building and tunnel under North Little Cottonwood Road on left.





LACAILLE BASE STATION- PARKING STRUCTURE



Above: Parking garage—level one

Bottom: Parking garage—level two

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Exhibit N—LaCaille Base Station and Gondola Passenger Analysis



Little Cottonwood - LaCaille Station Parking and Gondola Passenger Analysis

Draft - For Discussion Purposes Only - April 26, 2020

Bus Capacity:	PPB	TPH (both routes)	PPH	Peak Period
UTA 973 Route	45	30	1350	4050
UTA Articulated Busses (973)	84	30	2520	7560

Other Transit:	Stalls	Passengers	Per Day	Peak Periods
LaCaille Station Day Use	1364	2.2	3751	3751
Short Term	171	2.2	752.4	752
Drop Off Only	11	2	660	1320
Total Other:	1546			5823

Estimated LaCaille Station to LCC Passengers on Gondola (Per Hour) Capacity: 4461

Note: The Gondola, in concert with in-canyon vehicle tolling, can be used to limit the number of daily visitors. When the Canyon reaches its “human capacity” management simply doesn’t load new passengers until the human population decreases to the acceptable level.

La Caille



Exhibit O—Proposal support letters from Snowbird and Alta

ALTA SKI AREA

P.O. Box 8007 • ALTA, UT 84002-8007
PHONE 801-359-1078 • FAX 801-799-2040
www.s.ta.com

June 2, 2020

To Whom it May Concern,

Alta Ski Area is an avid supporter of transportation solutions that will accommodate growth, reduce congestion, and improve safety, reliability, and access to recreational opportunities in Little Cottonwood Canyon. We have reviewed CW Management Corporation's Little Cottonwood Canyon Gondola Proposal and in concept, strongly support their proposed gondola. Their proposal reflects a thorough understanding of the transportation issues in Little Cottonwood Canyon and a thoughtful, well-designed solution that will address many of the issues we have struggled with for years in Little Cottonwood Canyon.


The transportation and safety issues that have beleaguered visitors to Little Cottonwood Canyon for decades have been magnified during the past two years due to increased demand from growth within the Salt Lake Valley and multi-resort passes. Visitors have been frustrated by multi-day canyon closures during the summer and winter months due to acts from Mother Nature that have closed the road and economically impacted businesses in Little Cottonwood Canyon. The proposed gondola would provide badly needed additional ingress/egress, improve public safety and improve the visitor experience.

From our environmental stewardship focus, Alta Ski Area recognizes that a gondola solution minimizes the immediate and long-term impacts upon the environment better than other transportation solutions. We also recognize that a gondola solution will provide backcountry and other non-ski area visitors an alternative mode of travel when ski area parking lots are full.

Currently, there is limited parking within the Town of Alta for backcountry visitors and most of the terrain on the North side of Little Cottonwood Canyon is owned by Alta or Snowbird. The proposed gondola will reduce pressure on the limited parking within the Town of Alta and facilitate the development and implementation of solutions that preserve public access and use of private lands on the North side of Little Cottonwood Canyon West of Grizzly Gulch.

We strongly recommend the gondola transportation solution proposed by CW Management Corporation be thoroughly analyzed and considered. It is our opinion, that this transportation solution addresses the current and potential future transportation issues in Little Cottonwood Canyon better than any other alternative explored to date.

Thank you,


Michael R. Maughan
President and General Manager
Alta Ski Area



ESTABLISHED 1938

June, 2020



To Whom It May Concern,

We are writing to voice our support for a gondola, and particularly the alignment and configuration proposed by CE Management Corp., as a means to solve the transportation problems facing Little Cottonwood Canyon. The decades-long problem of putting thousands of vehicles on a steep, two-lane road with one of the highest avalanche hazard indexes in North America has only compounded with Utah's population growth.

As lifelong Little Cottonwood Canyon skiers, we can attest first-hand to the need for improved transportation. Since we were children first skiing the world's best snow and terrain, the fundamental issue of SR 210 performing only as well as Mother Nature or poorly equipped vehicles and drivers will allow has not changed.

In the last year we have seen the implications of unexpected and multiple-day canyon closures, both in summer and winter. The business interruption pales in comparison to the risk to human life in the immediate moments of avalanches and rock slides but also the extended impact of no ingress or egress from the box canyon.

We have long supported a gondola as a means to address the greatest number of issues presented in the Utah Department of Transportation Little Cottonwood Canyon EIS. However, the thoughtful concept coupled with the key land acquisitions by CE Management Corp. has presented what we feel is an ideal solution to a generational problem.

Snowbird and the other Cottonwood Canyon ski resorts were instrumental in the creation of the UTA Ski Bus service, Park n Ride lots and have historically paid for the UTA Ski Bus fares of employees and season passholders. We envision a similar funding model if a gondola were in place.

The impact on our planet of removing thousands of vehicles per day from the canyon is also a significant factor in our support of a gondola. We do not believe vehicles are the answer to the Little Cottonwood Canyon transportation problem.

In the event a gondola is chosen and implemented, Snowbird is willing to work with local or national organizations to place our private land outside the ski resort boundary previously intended to be used in the Central Wasatch Commission federal lands bill into a conservation easement for their permanent protection.

Thank you for your consideration of a gondola transportation solution for Little Cottonwood Canyon.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Fields".

Dave Fields
Snowbird
President/GM

A handwritten signature in blue ink, appearing to read "John D. Cumming".

John D. Cumming
Snowbird
Chairman

SNOWBIRD RESORT LLC
9885 South Snowbird Center Drive
Snowbird, Utah 84092-6000
(801) 933-8222
snowbird.com

1. The gondola is a safer, more reliable transportation system despite the canyon weather conditions.
2. Regardless of the reasons for the Highway 210/road closure status, such as avalanches, natural disasters and vehicle accidents, the Gondola will always be open for passenger transportation purposes.
3. The gondola has the smallest physical footprint versus the other transportation solutions under consideration.
4. Reduces the number of vehicles and can remove ALL the busses in LCC.
5. Most environmentally friendly option as compared to the carbon-based alternatives.
6. Using the LaCaille Base Station model, the uphill passenger capacity is about 4,500 people per hour (using the parking garage to supplement the bus capacity).
7. Provides a pedestrian friendly access to the gondola base station through new trail systems decreasing the immediate area's need to use personal vehicles.
8. Further protects the LCC watershed through projected reduction in vehicles.
9. No needs to expand Highway 210 into a larger right-of-way that would increase the vehicle count within the canyon.
10. The cost of the Gondola system is by far the most cost effective and has the longest life cycle of any of the proposed alternatives.
11. Completes the regional transportation system so that citizens and tourists can gain access to LCC from various points of the Wasatch Front without using personal vehicles.

Lastly, the gondola provides the means, if constructed whereby Snowbird who owns of over a thousand acres on the northern side of Highway 210 (Mount Superior, Flagstaff, Toledo Bowl and Cardiff) will grant a conservation easement on this cherished property and preclude any future development from occurring. A letter from Snowbird is attached in the Proposal as Exhibit O to verify this commitment.

Thank you for taking this proposal into consideration and we are always available to discuss the details as questions arise in addition to being available for an on-site tour to those you deem appropriate.

Quail Run Development LLC

Attachments



Fwd: Project in Salt Lake county

Josh van jura <ivaniura@utah.gov>

Tue, Jun 9, 2020 at 6:48 AM

To: Vince Izzo

EIS archive

Does the email below count as an official comment?

Best Regards,
Joshua Van Jura

Utah Dept. of Transportation
Project Manager - Little Cottonwood EIS
(801) 231-8452

----- Forwarded message -----

From: Leo Balitskiy
Date: Tue, Jun 9, 2020 at 1:12 AM
Subject: Fwd: Project in Salt Lake county
To: <jvanjura@utah.gov>
Cc: <tunnels@boringcompany.com>

Hello Josh,

I hope you are the right person to be contacted regarding Cottonwood Canyons development proposals and discussions.

Please see my correspondence with the Boring Company below. They are the only innovative tunneling company who can provide inexpensive but effective solution for \$10 million a mile.

Tunnels could be a perfect transportation and emergency escape solution that is safe from wildfires, avalanches or any surface emergencies.

Because they are inside they are not affecting beauty AND the wildlife of the Canyons. They have huge throughput and are the safest from earthquake events.

Other proposals (like gondola or rail or extra road) are not viable, more expensive and not effective.

I have Masters degree in transportation engineering and understand this issue well. Please keep me in the loop of the conversation.

Best Regards,

Leo Balitskiy

Begin forwarded message:

From: The Boring Company Tunnels <tunnels@boringcompany.com>
Date: June 8, 2020 at 3:22:06 PM MDT
To: Leo Balitskiy
Cc: Mike Thomps
Subject: Re: Project in Salt Lake county

Hi Leo,

Nice to hear from you.

We are not aware of this project, but it sounds like something The Boring Company could possibly help with to ease the traffic congestion described in the article. If you'd be interested in connecting us with Josh, we'd be open to discussing the possibility of submitting a proposal.

Thanks,
Mike

On Sun, Jun 7, 2020 at 12:36 PM Leo Balitskiy [REDACTED] wrote:

Hello,

There is a transportation project in Salt Lake county (Utah) to expand route to the ski resorts at the top of the Little Cottonwood Canyon, which was absolutely clogged at peak periods.

Approximate length of the route is 8 miles.

Did someone contacted you for a quote?

I know project manager name is Josh Van Jura.

And link to the article explaining seriousness and timeline of the project is here:
Gondola, more bus service or lane widening for Little Cottonwood Canyon?



<https://www.ksl.com/article/46761902/gondola-more-bus-service-or-lane-widening-for-little-cottonwood-canyon>

It would be great to have your proposal on the table!

Thank you,

Leo Balitsky



RE: REMINDER: EIS Draft Alternatives Virtual Public Meeting Tonight

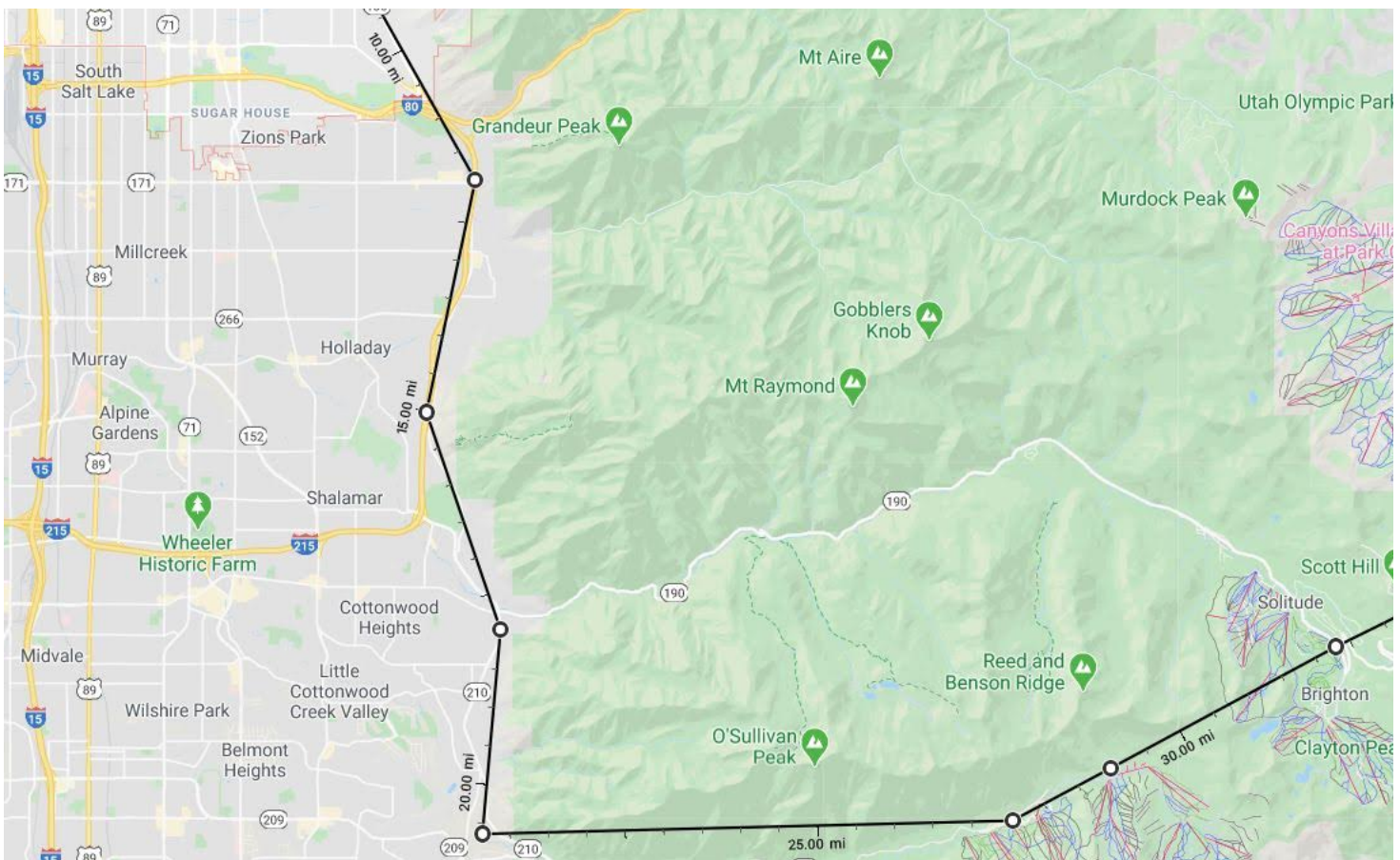
David Stein [REDACTED]
To: tunnels@boringcompany.com
Cc: littlecottonwoodeis@utah.gov

Hi,

Could you put together a very rough estimate of the cost of a twin tunnel system for this route? It is between Salt Lake City International Airport (at mile 0, not on illustration below) and Alta, and Solitude/Brighton. Specifically between the turn just beyond mile 20 to Park City/Brighton. Additional cost to extend up to I-80 (mile 11), and additional cost to extend to SLC

Proposal at: <https://www.dropbox.com/s/g0bjoposmk30a1g/Little%20Cottonwood%20Canyon%20-%20Boring%20Company%20tunnels%20proposal.pdf?dl=0>

There are two Virtual Public Meetings about the Utah DOT EIS draft alternatives tonight (22-Jun-2020 at 18:00-20:00 MDT and 23-Jun at 18:00-20:00 MDT). <https://littlecottonwoodeis.com>



From: Little Cottonwood Canyon EIS [mailto:littlecottonwoodeis@utah.gov]
Sent: Monday, June 22, 2020 11:33 AM
To: [REDACTED]
Subject: REMINDER: EIS Draft Alternatives Virtual Public Meeting Tonight

Can't read or see images? [View this email in a browser](#)



RE: REMINDER: EIS Draft Alternatives Virtual Public Meeting Tonight

David Stein <[REDACTED]>

To: tunnels@boringcompany.com

Cc: littlecottonwoodeis@utah.gov, dfields@snowbird.com, bbrown@snowbird.com, mmaughan@alta.com, info@alta.com, s.huey@solitudemountain.com, jwinkler@brightonresort.com, esumm

Hi,

I attended the Utah DOT Little Cottonwood Canyon EIS virtual meeting last night. It appears to me that a Boring Company constructed system could fill all their needs in a superior fashion. I've also been involved with the Facebook UDOT LCCEIS group. Snowbird, Alta, Solitude, Brighton, Park City, Deer Valley, and Cottonwood Canyon. This could generate significant revenue for you all, worth looking at the numbers. You could call the joint company Cottonwoods Express LLC. Google "Hornsedale Power Reserve" tonight's meeting.

Best regards,

Dave Stein

Powder Hound, Innovator

UDOT Little Cottonwood Canyon Environmental Impact Statement (LCC EIS)
Public group

Your post

Mark Allen Let the resorts figure out their own issues, no tax dollars.
Like · Reply · 8h

Eric Dorsey Mark Allen not just a resort issue as now BC access is blocked to the public from poor traffic management from UDOT
Like · Reply · 8h · Edited

David Stein 🙌 The Cottonwoods Express proposal, if implemented including a Big Battery (like the Hornsdale Power Reserve) will pay for itself (in a few years) and cover its own operating expenses (without charging fees to users). The Hornsdale Power Reserve (in millions of AUD at \$1AUD = approx. \$0.69USD) made its owner, Neoen, \$30 in 2018, \$34.5 in 2019, and \$36.3 in just Q1 2020 (a tornado took out an interconnect, unusual event). That's AU\$100.8 in 2.25 years, approx. US\$69.5 million which could pay off the Cottonwoods Express capital costs in an acceptable time frame. (From a PV-magazine-australia.com article on the Hornsdale big battery)

The HPR big battery cost AU\$50M (about US\$34.5M) to build at the end of 2017 and was constructed in just 55 days. Prices have come down a bit since then due to battery price improvements and Tesla Powerpacks being improved on by the newer Megapacks for this kind of application.

After it pays for itself it would actually make the owner money, for the foreseeable future. Heck, the resorts could form a joint company to build and operate it with each owning a share of it. They would be motivated by the improvements it would bring plus the income potential. Are you listening, Snowbird, Alta, Solitude, Brighton, Park City, and Deer Valley? The big battery part could be built first and start generating money immediately. They could even tell the Utah DOT that they'll handle it if the state just cooperates on permitting and approvals, no changes needed to S.R. 209. Just help with stations parking siting and locating. I'm working on developing a proposed route to include all Available Mobility Hubs locations from the LCCEIS document. I'll send it to The Boring Company later today.

PV-MAGAZINE-AUSTRALIA.COM
[pv-magazine Australia](http://pv-magazine-australia.com)

Little Cottonwood Environmental Impact Statement

- Alternative 1 - Enhanced Bus Service
 - Alternative 2 - Enhanced Bus Service in Peak Period Shoulder Lanes (PPSL)
 - Alternative 3 - Gondola
 - Alternative Components**
- A number of improvements being considered on S.R. 210 will be common components found in all reasonable alternatives. These are:
1. **Wasatch Boulevard Improvements** *(All Alternatives)*
 2. **Mobility Hubs** *(All Alternatives)*
 3. **Trailhead and Roadside Parking** *(All Alternatives)*
 4. **Avalanche Mitigation** *(Alt. 1 and 2 only)*
 5. **Travel Demand Management** *(All Alternatives)*

Common Alternative Components - Click on each tab below

- Wasatch Boulevard
- Mobility Hubs**
- Avalanche Mitigation
- Trailhead and Roadside Parking

Mobility Hubs

Alternative	Available (Yes/No)	Convenient Access (Yes/No)	Lot Size	Pass Screening (Yes/No)	
Little Cottonwood Canyon Park and Ride	Yes	Yes	1.3 acres	No	Lot size is too small to congestion at the S.R.
Big Cottonwood Canyon Park and Ride	Yes	Yes	1.6 acres	No	Lot size is too small to
9400 South/Highland Drive Park and Ride	Yes	Yes	4 acres	Yes	—
6200 South/Wasatch Blvd. Park and Ride	Yes	Yes	1.6 acres	No	Lot size is too small to
Reams Market at 7200 South	No	Yes	500 parking stalls	No	Currently in use for cor
Tree Farm off of Wasatch Blvd.	Yes	No	28.9 acres	No	The lot includes steep i a high level of traffic ir with a parking structur
3662 North Little Cottonwood Canyon Rd.	Yes	No	6.85 acres	No	Location would cause c similar to current cond compatible with a park
Swamp Lot	Yes	No	2.1 acres	No	Lot size is too small to
Lower Canyon	Yes	No	6.5 acres	No	The lot would impact a immediately adjacent congestion at the S.R.
School and Church Parking Lots	No	No	Not applicable	No	Church lots would not i lots may not be availa
Existing Business Parking at I-215/6200 South	No	Yes	3,000 parking stalls	No	An agreement with the concerns. Lot may not
Gravel Pit	Yes	Yes	65 acres	Yes	—
Mall Parking – Holladay	Yes	No	48 acres	No	Area does not have cor direction travel for use
Mall Parking – Fashion Place	No	Yes	4,900 parking stalls	No	Currently in use for cor holidays.

Looking at just the potential station locations with Yes in the Available column, the following tunnel routes could include them all, with extension to SLC airport in mind. Of course, easiness is that folks returning from skiing who are parked in their lots may very well patronize the businesses at or near the lots, since they're there already. By having many geographical than a few centralized lots. Commuters and shoppers would also use the Cottonwoods Express system if it made sense to. Also a cool tourist attraction.

Common Alternative Components - Click on each tab below.

Wasatch Boulevard

Mobility Hubs

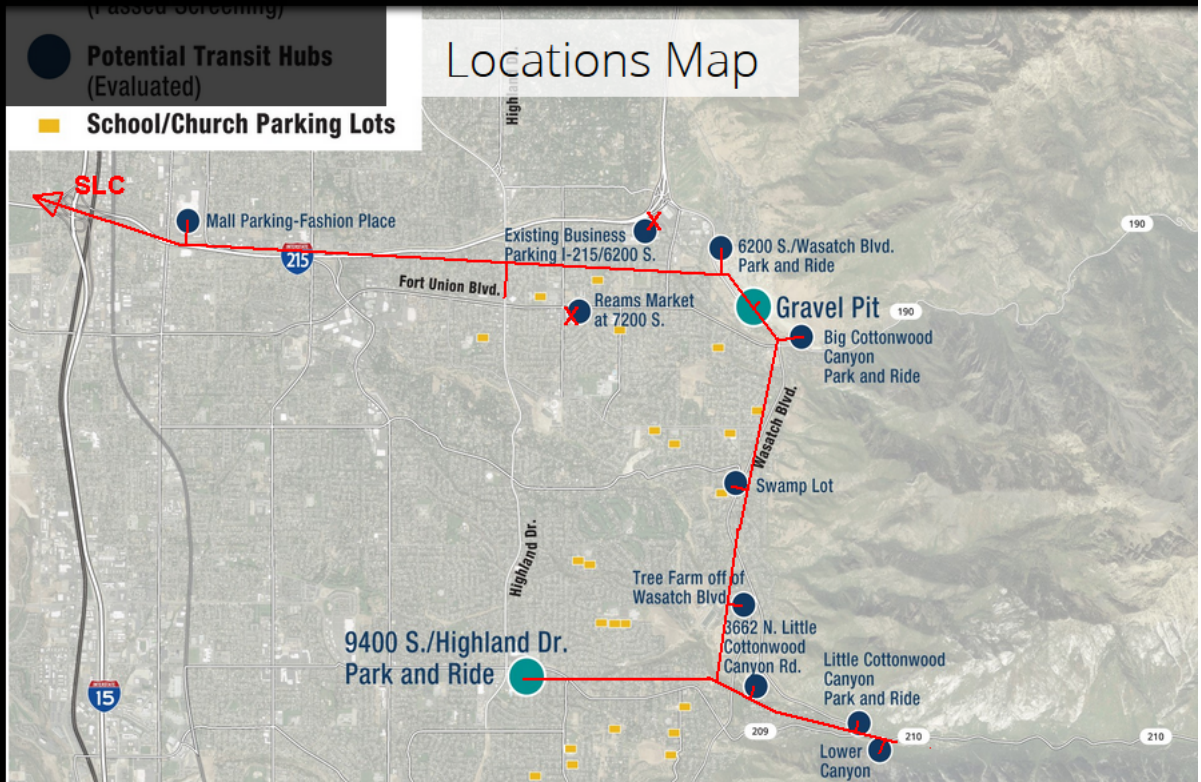
Avalanche Mitigation

Trailhead and Roadside Parking

Travel Demand Management

Mobility Hubs

[Locations Map](#) [Screening Results](#)



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RE: REMINDER: EIS Draft Alternatives Virtual Public Meeting Tonight

David Stein <[REDACTED]>

Mon, Jun 22, 2020 at 1:20 PM

To: tunnels@boringcompany.com

Cc: littlecottonwoodeis@utah.gov, David Stein <[REDACTED]>

Hi,

Note: The current Utah DOT three draft alternatives and their price tags (in millions):

Enhanced Bus w/no widening of S.R. 209 - \$283 & annual O&M \$9.0

Enhanced Bus with widening of S.R. 209 - \$470 & annual O&M \$6.2

Gondola w/bus from mobility hub - \$393 & annual O&M \$4.5

Comparison with Boring Company tunnels:

1. More buses without road widening – Very limited capacity. Wait times until bus fills up, or underutilization. Limited operation schedule. Subject to storm and avalanche delays or closures. Limited capability for transporting lodging guest belongings. Impossible to extend to other resorts. Increased fleet maintenance and depreciation costs. Still based on fossil fuels unless CNG or EV buses used. Slow. Expensive.
2. More buses with road widening – Very limited capacity. Wait times until bus fills up, or underutilization. Limited operation schedule. Subject to storm and avalanche delays or closures. Subject to extra lane “poaching” by scofflaws. Poaching would adversely affect time advantage. Anti-poaching capital and operational expenses. Increased road maintenance expense. Increased plowing costs. Environmental costs of expansion project. Limited capability for transporting lodging guest belongings. Impossible to extend to other resorts. Increased fleet maintenance and depreciation costs. Still based on fossil fuels unless CNG or EV buses used. Slow. More expensive and longer construction timeline.
3. Gondola – Very limited capacity. Impossible to extend to other resorts. Impossible to extend to airport. Subject to avalanche damage or closure. Very limited expansion capability. No real capacity to transport lodging guests with their luggage. Relatively slow. Expensive.

[Quoted text hidden]

Robert M. Taylor

Holladay, Utah 84124

Utah Department of Transportation
c/o www.udot.gov/littlecottonwoodeis

June 23, 2020

Re: Little Cottonwood Gondola / Mass Transit System EIS

Dear UDOT, and all others it may concern.

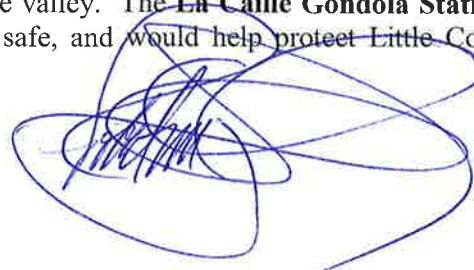
Solving the needs for travel in the big cul-de-sac of Little Cottonwood Canyon has become easier with the plan to use gondolas from the **La Caille Gondola Station** next to North Little Cottonwood Road. See **Scenario 3B-1 of the UDOT Gondola Feasibility Study**.

Environment. The gondola plan seems the most forward thinking and responsible solution in many ways. Probably the most compelling benefit of the gondola plan, to me, is protection of the canyon environment. Its impact on the canyon for installation and operation would be minimal compared to the road expansion and construction needed to accommodate a large number of buses. The electric powered gondola system would not only be cool; it would be clean. The gondola plan would protect air quality -- which would in turn benefit the trees, other vegetation and wildlife, and especially the important water resources represented by snow accumulation and Little Cottonwood Creek.

Safe Travels. A top reason for adopting the gondola plan is that it would allow for reliable and efficient transportation up and down the canyon *even when the roads are impassable*. The gondolas would be safe in storms, and after avalanches, slides or other natural disasters. And, gondolas would offer an important and efficient benefit in emergencies. In contrast to the expensive/risky option of flying helicopters in the canyon in stormy conditions, the gondola would already be in operation, and would reliably continue, even through storms. It would save lives. Besides that, people enjoying the canyon would no longer have to worry that nature might trap them up there.

Where to Establish the Gondola Station? (Not at the Mouth.) As the proposal for Scenario 3B-1 persuasively demonstrates, La Caille Station is the clear answer. Installation of a station at the mouth of Little Cottonwood Canyon would be forced, and create numerous problems. UDOT has undoubtedly identified many. From this writer's perspective, a station at the mouth would at least partially obstruct the awesome and unique view we all want to see as we enter the canyon. Worse, it would seriously complicate traffic. The resulting congestion would not only be confusing, frustrating and discouraging; it would be dangerous for the public. Besides human costs, accidents would bottle up traffic. Any solution to those problems would require huge, costly changes -- which may not succeed.

The entrance to this majestic canyon really ought to be graceful, like an entrance to a National Park. And, the gondola station should become an attraction in its own right. The opportunity to establish the **La Caille Gondola Station** retains (even enables enhancement of!) the grand entrance to the canyon. It completes the gondola plan and complements the plan's benefits. Traffic flow would be smoother at **La Caille Gondola Station**. And, UDOT would have the luxury of planning for the station (a) to be part of a new development, (b) to blend into the natural surroundings, and (b) to be an efficient and effective intersection of transportation. People could efficiently go to and from the **La Caille Gondola Station**, whether they are heading to the canyon or back into the valley. The **La Caille Gondola Station** would attract and encourage use of the gondolas, would be safe, and would help protect Little Cottonwood Canyon, including the canyon's grand entrance.



Bart Reuling

Holladay Ut. 84121

June 25, 2020

Little Cottonwood Cyn. Comments

My Big Picture Overview:

This is a Transportation Proposal working within the scope of a supposedly Managed Watershed. Management has been lax, to say the least between the USFS, SLPU, SL County, and Salt Lake City. The Forest Service has been hit the hardest, due to lack of funds and personnel and a huge visitor base. SL County never included the canyons in their Master Plan. Without the coordinated efforts of all these agencies, it is why we are here after 30 years of discussion and no action.

Hopeful conclusions:

What is hoped is that the outcome of this study is what would then be relevant to what might happen in Big Cottonwood Cyn. and perhaps Mill Creek Cyn. Tying together a fee or toll that would be applicable to all of the canyons on the Wasatch Front that would help fund maintenance, toilets, trails, police and fire concerns that are prevalent to all of the canyons. Alta and Brighton towns are too small to incur all of the costs of the emergency services for all visitors we now see. People who drive in the canyons should pay some amount to cover some of these expenses. One consideration that has not been explored would be to have a lesser bus (than what is proposed) service in the winter (for Little Cottonwood at this point) and maybe greater in the summer that would provide stopping points in the canyon at trail heads, climbing areas, ski access etc. This also could be free or slight cost, but would hopefully make more frequent stops. With less traffic on the roads due to fees on cars and with the Gondola in use, service to trailheads would be more expedient.

Good options for LCC:

The Gondola option is the best. It should be free. It would provide an alternative to car travel up the canyon, and with some fee on cars, would focus more people to the larger parking lots. Especially in the winter, having the gondola run from 7 AM till 9 PM would be a reasonable time frame. Back country skiers, hikers etc. with the expanded parking in White Pine, Gate Buttruss, Bridge, Lisa Falls, would be first come first served. Parking as has been stated in UDOT's overview, would not provide any further spots than what exists today (basically). Other people would have the option of using the bus as an alternative. Management of the fee is easiest when every car has to have one, for those who use provided parking. Summer Gondola could have hours 9 AM to 9 PM or based on usage to the Ski resort areas. Gondola access from the Gravel Pit and Parking at 9400 So. by bus should be accessible from both directions to spread out parking in those facilities. I have heard of the proposal from Alta to build a parking facility in the old Park and Ride (bottom of Little CC) and would not be opposed if it was free parking and available for first come first served patrons. (Or would the canyon fee apply?)

I am for the Five Lane Alternative on the Wasatch Blvd. improvement, as you could always change that to the Imbalanced Lane approach and the costs are similar.

Snow sheds are a waste of time and money with the Gondola approach and they are the real eyesore to the canyon setting.

I am not interested in having our transportation system linked to the Park City area. But I would appreciate some consideration to providing an egress means for Big and Little Cottonwood Cyns. I believe that this alternative route with the Gondola provides an alternative

for Little Cottonwood Cyn. in conjunction with the road, but there is no egress for Big Cottonwood Cyn. especially in the winter time. I hope there is further discussion on this.

Transit Hubs should be equal settings for bus access to the Gondola and bus service to the trailheads.

I am most concerned that this has been a scientific approach to how the canyons meet the objectives and requirements, within the study area, and operational aspects. But what is lacking is a vision of how the State of Utah wants to project its vision of tourism and maintain its highly coveted interest in providing high quality water to the residents of Salt Lake City, while at the same time providing a recreational opportunity in the existing watershed. This has been forgotten as in all the surveys that have been out in the past many years. The number one concern was that we maintain a high quality watershed for Salt Lake.

Thanks for your consideration,



Bart Reuling

Adding more buses is not a bad idea, but I doubt it will work.

This works in theory, but I would say it will not achieve the overall goal of reducing traffic in the canyons. I live at the base and the biggest problem you are not looking at is that the canyons are NOT always crowded. They are mostly only crowded on holidays, weekends, or powder days!

Things to look at:

1. are the buses currently at max capacity?
2. what are the incentives to riding the bus vs driving a car. Or what would the incentives be?
3. other reasons canyon is crowded
 - 3a. (buses/cars sliding off the road
 - 3b. cars getting stuck.
 - 3c. road closures

On a powder day no one is rational, we are all trying to get up the mountain and some only have time for a run or two. Others are on vacation and have kids, they are not willing to give up mobility they are usually the ones who don't know you need 4wd or are not used to icy conditions and slow up/completely stop the road. And lastly, if the snow is falling too hard WE HAVE TO SHUT THE CANYON DOWN ALL TOGETHER!!!! We can have all the buses in the world, it won't matter if people don't use them or can't use them.

Reasons a gondola is a better idea.

1. it is fun, people will want to use it. it could be more scenic and if done properly will have minimal impact on the habitat.
2. it wouldn't be subjected to road closures. If done properly we would no longer have to worry about road closures up or down the mountain. We can get there earlier and stay later.
3. Will be more stable. if a family of 4 spends thousands of dollars to ride the best snow on earth and then can't because the conditions are "too good" to get up the mountain, they probably aren't coming back.
4. it would be it's own destination, people would come for it! no one is coming to Utah for the buses.

5. it could possibly pay for itself, and over time would be less impact on the environment. Using solar credits could even make it carbon negative.

I strongly suggest looking into a gondola system in more detail. It will create a steady flow in and out, will still allow people to drive. Will wind up being less of an impact on the environment. And will be a draw rather than a hassle. I have some ideas for how best to setup a station as well, but will go into more detail if the gondola proposal passes.

I love this canyon + am very
Proud to live here. I just want
whatever change to be worth while!
I just don't see people actually using
the bus.

But a gondola / parking garage / apres ski
center where the old Shopko is. Now that is
something of a draw!

952-200-9831

Thank you,

Jack Fumja

ERIN MENDENHALL
Mayor



LAURA BRIEFER, DIRECTOR
Department of Public Utilities

July 3, 2020

Little Cottonwood EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121

**Subject: Salt Lake City Comments
Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental Impact Statement SR 210 – Wasatch Boulevard to Alta, June 8, 2020**

To Whomever this May Concern:

This letter transmits comments from the Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Utah Department of Transportation's (UDOT) *Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta* report dated June 8, 2020 (LCC EIS). Salt Lake City appreciates the opportunity to provide comments for this EIS. The Little Cottonwood Canyon watershed provides a significant portion of the City's water supply. The City has legal jurisdiction within Little Cottonwood Canyon related to its water rights, watershed management, water infrastructure, and provides specialized expertise within the LCC EIS study area.

SALT LAKE CITY'S COMMITMENT TO PUBLIC HEALTH AND CLEAN WATER

The canyons of the Central Wasatch Mountains provide an affordable, reliable, high-quality water source for over 360,000 people within the City's service area for its public water supply. The City's service area includes all of Salt Lake City, and portions of Mill Creek, Holladay, Cottonwood Heights, Midvale, Murray, and South Salt Lake. Population growth projections anticipate the need to supply water for another 150,000 residents within our service area the next 40 – 60 years.

That the supply of water from the Wasatch Mountains is affordable, reliable, and of high quality is no accident, but part of a larger legacy of fastidious stewardship dating back to the arrival of the pioneers in 1847. Salt Lake City's Mayor and Council blocked a major mining operation in the Wasatch in 1873, a development which the City feared would lead to unsustainable growth in the watershed and compromise the water quality required by the City and its residents to grow the population and cultivate a thriving economy. Nearly a century and a half later, pressures on the City's water supply remain, though the nature of them have changed. No longer is the greatest threat impacting water quality coming from the creation of the new mining operations. The modern pressures threatening water quality and quantity are profoundly different: development, increasing visitation in both the backcountry and front country, a growing population, and the impacts of climate change. Land use and transportation within these watersheds are profoundly interrelated with these pressures, and decisions stemming from the LCC EIS could further exacerbate threats to the City's drinking water supply.

The City has a legacy of steadfastly protecting the watershed benefits residents, businesses, and the broader economy depend upon within the Salt Lake Valley. The high quality of water rushing from the springs and snowmelt of the Central Wasatch Mountains requires minimal filtration and chemical treatment. This minimal treatment protects public health and results in lower costs to ratepayers. This means residents can be confident that the water from their tap meets all the federal Safe Drinking Water Act requirements, and that families can afford to grow and take root in the Salt Lake Valley and businesses can thrive.

The Salt Lake Valley’s success is inextricably linked to the quantity and quality of our water. Congress recognized this link as foundational to decisions in the Central Wasatch as far back as 1914 and 1934 when enacting federal legislation directing the United States Forest Service (USFS) to manage federal lands within the watershed in a manner consistent with the protecting the City’s culinary water supply. The current USFS Wasatch Cache Forest Plan continues this century-long effort. The plan prioritizes the primacy of water quality and watershed health in the management of the Central Wasatch Mountains by recognizing “the need to provide long term, high-quality culinary water to the large urban population of the Salt Lake Valley.” The City remains firmly committed to public health and protecting water quality and quantity and will, as we have since our inception, protect these interests for the benefit of the public.

SALT LAKE CITY IS LEGALLY BOUND TO REGULATE THE WATERS QUALITY

As noted in previous LCC EIS comments to UDOT, the City remains committed to its critical duty of providing clean, safe, affordable, and high-quality water for the residents of the Salt Lake Valley. The City is also legally bound by state and federal regulations that oblige us to provide clean, safe water and to protect the public health and community prosperity.

The City must comply with requirements promulgated through federal and state water quality statutes, including the Safe Drinking Water and Clean Water Acts. As a Public Water System, the City must meet strict regulatory obligations requiring the protection of drinking water sources as critical to safeguarding public health.¹ The City is subject to the state Safe Drinking Water Act requirements and Administrative Rules regulating Public Water Systems. These regulations require the City to protect surface water sources of drinking water, to conduct source water assessments, and engage management strategies protecting the deterioration of water sources.²³

State statute grants the City direct jurisdictional authority for the protection of the Central Wasatch watershed. Section 10-8-15 of the Utah Code gives the City extraterritorial jurisdiction for the construction, operation, and maintenance of waterworks, and to protect from pollution the water that is “used in and necessary for city waterworks.” The City’s authority to protect against water pollution extends throughout the “entire watershed.”⁴ Further, state law authorizes the City to “enact ordinances preventing pollution or contamination of the streams or watercourses in which the inhabitants of the cities derive their water supply.”⁵ The City has enacted watershed ordinances to further protect against the deterioration of the quality of water emanating from the Wasatch Mountains.⁶ The City also has joint authority with Salt Lake County Health Department Regulation #14, the purpose of which is to:

“regulate the use and occupancy of watersheds within Salt Lake County in a manner that will protect and promote the public health, safety, and welfare; prevent damage to property; prevent the spread of disease; prevent the creation of nuisances; prevent air and water pollution; and promote conditions that contribute to the preservation and protection of drinking water quality.”⁷

¹ *Understanding the Safe Drinking Water Act*, EPA. <https://www.epa.gov/sites/production/files/2015-04/documents/epa816f04030.pdf>

² *Drinking Water Laws and Rules*, Utah Department of Environmental Quality. <https://deq.utah.gov/drinking-water/laws-and-rules>.

³ Rule R309-605. *Source Protection: Drinking Water Source Protection for Surface Water Source*. <https://documents.deq.utah.gov/drinking-water/rules/DDW-2018-003500.pdf>.

⁴ UTAH CODE ANN. § 10-8-15.

⁵ *Id.*

⁶ SALT LAKE CITY, UTAH, CITY CODE tit. 17.04 – “Watershed Areas” (2015).

⁷ SALT LAKE VALLEY HEALTH DEPARTMENT, Health Regulation #14: “Watershed Regulation” <https://slco.org/uploadedFiles/depot/fHealth/regs/watershed.pdf>.

Additional local guidance, rules and regulations working in coordination to protect the City's water supply are: Salt Lake City Watershed Management Plan; Salt Lake County Canyons Master Plan; Salt Lake County Foothills Canyon Overlay Zone; Salt Lake County Mountain Resort Zone.

The above federal, state, and local efforts are mentioned not only as a recitation of Salt Lake City's legal duty to protect the watershed, but as a way of illustrating to UDOT over a century's worth of legal and policy filters put in place to keep the City's water clean and affordable. As such, the City was named as a Cooperating Agency for the Project. On December 13, 2019, the City submitted comments to the EIS Draft Purpose and Need and Draft Alternatives and Screening Methodology. The City's primary focus was that the Alternatives and Screening Methodology should elevate consideration of the Safe Drinking Water Act and other water related matters to a Level 1 screening criteria. By doing this, UDOT would have been placing the protection of clean water equal to other key considerations for the LCC EIS. UDOT declined to accept the City's comments and responded that it could interfere with some transportation alternatives that might be considered. The City believes that this is a fundamental flaw in UDOT's process in developing the EIS.

COMMENTS TO THE LCC EIS

1. Purpose and Need

UDOT's stated purpose for the project is to "improve transportation related safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210." Since the project's inception in 2018, the City has repeatedly stated that UDOT's adoption of a Purpose and Need statement, which neglects Little Cottonwood's primary role in providing drinking water to the Salt Valley, is insufficient. UDOT's waiting to apply watershed and water quality standards, such as the Safe Drinking Water Act, for which the City is legally obligated, until the secondary screening, risks selecting an efficient transportation model but a substandard model for water quality. Even in circumstances where UDOT identifies a model that meets Level 2 screening requirements, UDOT will still only have selected the best transportation option with acceptable water quality measures. Whereas, had UDOT incorporated watershed and water quality as Level 1 screening requirements from the beginning of this process, the outcome would be both the best solution for our watershed as well as the best option for transportation.

The City remains concerned that this project does not fully incorporate a solution to all the transportation challenges in the Cottonwood Canyons. It seems as if there may have been a missed opportunity to incorporate Big Cottonwood Canyon and popular summer season travel in this analysis given the explosive growth of recreational demand year-round. The current pandemic has dramatically highlighted the need for comprehensive year - round transportation and recreation planning in Big and Little Cottonwood Canyons.

2. Impacts to the City's Beneficial Use

UDOT should consider whether alternatives could directly or indirectly impact City water infrastructure, particularly the treatment plants and intakes along Little Cottonwood Creek. Further, UDOT should include the City's land and water rights to ensure that the actions proposed in the EIS do not impact the City's ability to use its water rights. The failure to protect these assets puts at jeopardy the reliable delivery of clean water to 360,000 people and very broad economic investments when compared to the LCC EIS, which appears to be limited to commercial ski resort and skier interests during the winter.

3. Consideration of Climate Change

UDOT's climate change analysis neglects the many threats posed to the Wasatch Canyons watersheds, including Little Cottonwood Canyon. Recent scientific studies of climate change in the Wasatch Mountains paints a dire picture. Forecasts include climate change impacting snowpack, water quantity, quality, stream temperature, timing of spring

runoff, fluctuations in high flow events, and the loss of high elevation riparian and wetland habitats further impacting water quantity.⁸⁹¹⁰

Climate change studies expect water quantity to “decrease significantly by the 2040s and considerably more by the 2080s.”¹¹ These studies project future snowmelt and spring runoff to occur 1 to 3 weeks earlier. At the same time, winter high flow events, with rising turbidity, are expected to increase as winter temperatures result in more rain and less snow at higher elevations.¹² Decreasing water quantity means that small impacts on water quality, such as pollution and turbidity events that would have been minor in times of higher flow, resulting in times of scarcity, in an outsized impact on overall water quality.

Further compromising water quantity, scientists expect warming temperatures and reduced snowpack to result in fewer high elevation riparian and wetland habitats. In turn, this will result in drier and less productive systems as the ecosystems in more elevated sections of the watershed have little room to escape warming temperatures by moving upslope.¹³ Climate change analysis of the Wasatch tells us that dwindling water quantity will affect “the abundance and diversity of biota in riparian zones,” which play an essential role in water quality.¹⁴ Dwindling water supply will alter sediment supply and channel shape again, impacting water quality.¹⁵ Scientists expect climate change to result in recreation impacts, which will increase pressure on water quality.

Climate scientists have identified the Central Wasatch as highly vulnerable to “recreation activity that degrades riparian areas, contributes pollution, increases erosion, and can lower water availability ... compounded by longer summer seasons that lengthen the amount of recreational activity that may shift into higher elevations.”¹⁶ Climate change also poses risks to the springs and seeps, as warming temperatures “increase evapotranspiration and consequently decrease streamflow,” thus leading to a higher likelihood of intermittent flows of perennial streams feeding into the waters of Little Cottonwood Creek.¹⁷ Climate projections anticipate that less snowpack may lead to ephemeral streams having “shorter periods of streamflow with flashier patterns of inundation and drying.”¹⁸

The Wasatch watershed can expect a drier future, with reduced streamflow, less productive wetlands, and riparian areas, intermittency of once-reliable perennial streams, and flashier storm events leading to higher turbidity. The most recent analysis of climate change impacts to the Wasatch watershed confirms what we already know: reductions in water quantity result in consequences to water quality, and that “reductions in water quality will lead to increased treatment costs for municipal users, as well as potential losses in biological function.”¹⁹

⁸ J. Halofsky, “Climate Change Vulnerability and Adaptation in the Intermountain Region (Part 1).” United States Department of Agriculture, (April 2018), https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd578946.pdf (last visited June 26, 2020).

⁹ J. Halofsky, “Climate Change Vulnerability and Adaptation in the Intermountain Region (Part 2).” United States Department of Agriculture, (April 2018), https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd578945.pdf (last visited June 26, 2020).

¹⁰ J. Rice, “Assessment of Watershed Vulnerability to Climate Change for the Wasatch Cache and Ashley National Forests, Utah.” United States Department of Agriculture, (June 2017), <https://www.colorado.edu/publications/pdfs/2017.01.pdf> (last visited June 26, 2020).

¹¹ J. Halofsky, pg VIII

¹² *Id.* 90.

¹³ *Id.* 187.

¹⁴ *Id.* 386.

¹⁵ J. Rice, pg. 46.

¹⁶ *Id.* 66.

¹⁷ *Id.* 61.

¹⁸ *Id.* 65.

¹⁹ J. Halofsky, pg. 386

For the reasons named above, the City requests that UDOT respond to the primary importance of water and its impacts on the residents of the Salt Lake Valley by elevating water resources and adherence to federal, state, and local rules and regulations to a primary, and not a secondary, purpose.

4. Road Widening

UDOT alternatives that include the widening of S.R. 210 need to consider potential impacts on water quality resulting from increasing the number of impervious surfaces located in the canyon. Additionally, road widening will result in decreasing the buffer between the road and the creek. In areas of high slope degree, wide buffers are necessary to trap sediment and pollutants, maintain stream temperature, protect streambanks from erosion, moderate stormwater flows, and provide wildlife habitat, all services which are essential to protecting water quality.^{20 21 22}

However, with any proposed modification to the roadway, the City is encouraged with UDOT's ability to consider the right sizing of existing culverts, the addition of guardrails or barriers in key locations to keep crashes out of the creek and the opportunity to update all the stormwater best management tools and facilities in the canyons. As UDOT has pointed out, many of these culverts and drainage issues need repair and updating. The City appreciates UDOT's awareness of the existing issues with stormwater on Highway 210 and the need to incorporate modernization of storm water management both in this LCC EIS process and in their daily operations by their team that works so hard to keep the highway safe and functional.

5. Trailhead Parking

UDOT addresses trailhead parking impact on stormwater and Little Cottonwood Creek water quality. In addition to addressing stormwater, UDOT needs to include stormwater Best Management Practices (BMPs) and associated operation and maintenance in perpetuity. The City is concerned that increased parking and the hardening of parking areas will result in more impervious surfaces, which will impact runoff and water quality. “[R]unoff from impervious areas such as parking lots, local roads, and highways can increase storm flows and increase concentrations of sediment, nutrients, deicers, trace elements, and organic constituents in receiving water bodies.”²³

Further, worth mentioning is the existing Forest Plan's prohibition on additional parking. The USFS Revised Plan states that the:

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 not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit.²⁴

²⁰ Hawkes and Smith. *Riparian Buffer Zones: Functions and Recommended Widths* Yale School of Forestry. http://eightmileriver.org/resources/digital_library/appendicies/09c3_Riparian%20Buffer%20Science_YALE.pdf. (last visited June 27, 2020).

²¹ *Riparian Corridor Protection in the Huron River Watershed*. http://www.hrwc.org/wp-content/uploads/2009/11/HuronBufferPaper_Mar08.pdf. (last visited June 24, 2020).

²² Wenger, S. and L. Fowler. 2000. *Protecting stream and river corridors: creating effective local riparian buffer ordinances*. Athens, GA: Public Policy Research Series, Carl Vinson Institute of Government, University of Georgia. http://www.ohioenvironmentallawblog.com/uploads/file/UGA%20riparian_buffer_guidebook.pdf. (last visited June 24, 2020).

²³ J.C. Risley, *Assessing Potential Effects of Highway Runoff on Receiving-Water Quality at Select Sites in Oregon with the Stochastic Empirical Loading and Dilution Model (SELDM)*, U.S. Geological Survey Scientific Investigations Report 2014–5099, pg. 74 <http://dx.doi.org/10.3133/sir20145099>. last visited June 24, 2020).

²⁴ USFS Revised Plan,. 4-160

While the LCC EIS accounts for the USFS moratorium on increased parking numbers and states that new and improved parking areas will not surpass this limit, it is worth reiterating that there does exist a moratorium on parking. UDOT relies on removing roadside parking to avoid exceeding the USFS limit. The City would like more specificity in how this will be enforced, and by whom. Will UDOT take additional infrastructure steps to enforce the ban on roadside parking, and what are the anticipated expenses of administering this ban?

Further, increasing parking in areas such as Lisa Falls (increasing parking from the existing 17 to 65) will result in increased visitation pressures on these areas. This increase in visitation may result in the need for additional amenities and possibly water quality degradation at the sites of parking improvements. To guard against this scenario, UDOT should ensure that any restroom designs comply with Salt Lake County Health Department Ordinances, including setback requirements. Areas with additional trailhead parking should minimize the removal of vegetative buffers and incorporate stormwater solutions to reduce or eliminate any, and all stormwater discharged into Little Cottonwood Creek. Additional trailhead parking promotes the use of personal vehicles and detracts from incentives for mass transit, which ultimately strikes against the stated purpose and need of the EIS.

The City also requests that UDOT incorporate an operation and maintenance funding component in its impact analysis of the additional restrooms and trailhead parking this project ponders. The City supports collaborative efforts to maintain recreation sites in the interest of protecting water quality. Presently, the City is in a partnership with the Central Wasatch Commission, the Salt Lake Ranger District of the Uinta-Wasatch-Cache National Forest, Snowbird and others to clean restrooms. It is the City's understanding that the baseline funding levels from the US Forest Service do not accommodate day to day cleanings, operations and maintenance of trailhead facilities, let alone long-term capital costs. If this project adds additional recreational facilities on the Salt Lake Ranger District, the City requests consideration of cost analysis and associated funding sources to adequately steward these areas. Note that this request does not include the costs associated with the heavily used stream corridor that both the proposed Bridge Trailhead and Lisa Trailhead areas service. These areas are plagued by graffiti issues, multiple non-sanctioned trails that contribute greatly to streamside erosion and sedimentation, etc.

6. Clean Water Act

The City supports including the protection of wetlands and the CWA Section 404(b)(1) in the Screening Criteria. However, in the context of these watersheds and the importance of water resources, this is too narrow. As such, the City requests expanding the CWA analysis to include other sections of the CWA, including Section 303. Additionally, the City asks the Level 2 Screening Criteria include impacts related to the Utah Water Quality Act. The Screening Criteria needs to contain compliance with UAC R317-2 Standards of Water Quality of the State. This includes, but is not limited to, protection of Category 1 Waters. The Screening Criteria should state the alternatives will be protective of the beneficial uses assigned to the Little Cottonwood Creek, as outlined in UAC R317. This consists of the beneficial use designation of Class 1C: Protected for domestic purposes with prior treatment by treatment processes as required by the Utah Division of Drinking Water (DDW); Class 2B: Protected for infrequent primary contact recreation; and Class 3A: Protected for cold-water species of game fish and other cold-water aquatic life, including the necessary aquatic organisms in their food chain.

7. Built Infrastructure

In addition to the natural infrastructure of the watershed, it is important to protect the existing built infrastructure. The sewer collection system serves essential public health and water quality purpose. It is essential to protect this infrastructure and ensure any alternative does not inadvertently impact or expose the sewer collection system.

Furthermore, a change in water quality and flow regime could impact the drinking water infrastructure and the ability to treat water. A negative impact on water quality could reduce or even prohibit the Metro Water Treatment Plant (Metro WTP) from treating water to deliver to the public. For example, the Metro WTP would need to stop treating and delivering water should there be a significant increase in turbidity. Also, should there be an increase in pollutants and pathogens, there is a possibility the Metro WTP would need to alter or even wholly upgrade to an enhanced treatment process to accommodate the increase in pollution. This change in the treatment process would be very

costly, both in capital costs and ongoing operation and maintenance costs. Furthermore, the ratepayers would bear these costs to accommodate the increased access to winter resort recreation. Therefore, there is a social equity element that needs to be strongly considered for all alternatives.

8. Snow Sheds

According to the LCC EIS, likely alternatives require two snow sheds totaling 3,194 feet, the realignment of the road to place snow sheds closer to the mountain, as well as lessening curves in the existing road. Constructing snow sheds and further canalizing S.R. 210 will require significant development, which is a risk to water quality and quantity. The EIS fails to provide any analysis of the impact the snow sheds may have on Little Cottonwood Creek by accelerating avalanche debris over the road and depositing it directly into the creek area. Would this result in more significant debris in the creek? Would this result in more creek flashes and increase turbidity? Would this contribute to localized flooding and streambank erosion?

Furthermore, the City requests that UDOT incorporate into its analysis the impact of the deposited avalanche debris and compacted snow on both streamside health, including wetlands and riparian vegetation. UDOT may need to consider further acreages of impacted wetlands in this consideration. Compacted snow and avalanche debris may linger far longer than natural snowpack and reduce the health of the riparian corridor.

As per past conversations with UDOT, the City requests that, if the snow sheds were to be selected as an option moving forward, that the fire suppression system required in these structures have full secondary containment to avoid severe contamination of the creek post-accident. Additionally, the City would like to review any roadway runoff management designs for the snow sheds if they are selected.

9. Gondola

The gondola alternative results in the City's following concerns:

- Impacts on water quality, riparian areas, and stream buffers of the development footprint and associated access roads for the twenty pads necessary to host gondola towers.
- The gondola alternative requires an angle station which necessitates an independent power source. The City is concerned about the potential impact of the independent power source and associated fuel should a rupture occur impacting the surrounding area and Little Cottonwood Creek. Further, the City is concerned that should such an event occur, there should be a warning system installed to notify the water treatment plant operators of the immediate need to divert incoming water from the creek.
- Any supplementary power system that is used as a backup power system should have full secondary containment for fuel and other related liquid spills that could contaminate the water flowing down to the plant intake. This includes diesel generators and other associated fluids.
- This alternative requires a high user fee on personal vehicles necessary to incentivize gondola use. The high user fee will negatively impact the ability of low-income households to access public lands.²⁵
- The gondola alternative, at great expense and with little improvement in travel time, appears to do very little to alleviate canyon traffic congestion. Further, this option does not address traffic conditions for dispersed canyon recreation or travel beyond the winter ski season. The City remains concerned that the LCC EIS does not address the Cottonwood Canyons transportation issues in a holistic fashion, both the travel time analysis for gondola and

²⁵ Section 3.1.2.2.4 states that the success of the gondola alternative is dependent upon a higher use fee for vehicles.

the narrow focus on winter seasonality put the project's success at risk. Failure to incorporate the use of the parking nodes and mobility centers by backcountry skiers and the high volume of Big Cottonwood skiers does not accurately consider time gains from the gondola.

- The gondola alternative leaves unanswered questions of ongoing operations and management of infrastructure
- Noise and privacy impacts on residents, visitors, and those using USFS campsite areas
- The City desires more information on the details of both the travel corridor in its relation to the initial project area and the project's purpose and need statement. The gondola's travel corridor seemingly departs the EIS' initial defined project area. The possibility of a gondola in a riparian area, over the creek and the need, like ski lifts and power lines, of both herbicide and vegetation clearing crews introduces a vulnerability to the water supply that presently does not exist. As per Salt Lake County Health Department Regulation #14 and Salt Lake City Watershed Protection Ordinance 17.04, use of herbicides is not legal within 100 feet of the creek. Additionally, the City has concerns about the introduction of invasive species in these corridors with the increased and new disturbance area of a gondola.
- The withdrawal of a new travel corridor, one that is outside the existing highway 210 corridor may also induce the removal of riparian and stream side lands from the management of the Uinta-Wasatch-Cache National Forest. Based on its current understanding of the issue, one that has been formulated through discussions with UDOT's LCC EIS team and representatives from the UWNCF, the City does not support this appropriation of lands given that this will remove these lands from the oversight of the UWCNF forest plan. The plan provides that these riparian corridors and stream side lands remain primarily managed for protection of drinking water supply and not as a travel corridor. These lands were primarily and initially set aside for provision of drinking water and appropriation of lands outside the existing SR 210 corridor and project area undermines over a century of watershed protection.

10. Cost and Benefit

The City requests that UDOT incorporate a cost analysis of the return on investment in the local economy each option provides correlated to both travel time and the closures of the highway. The City is presently updating all infrastructure, including water treatment plants, wastewater recovery facilities, storm water lines, water lines, pump stations, etc. As an entity beholden to fiscal responsibility to ratepayers, all decisions are analyzed with an eye towards stewarding public fiscal resources, especially considering the ongoing pandemic. It would be helpful for commenting purposes to better understand the return on investment each option that UDOT has presented in cost. While cost is not in the screening criteria or listed within the purpose and need, it seems like a cost analysis would strengthen the EIS's chances for successful analysis to move forward on eliminating the traffic burden and achieving project success.

The City appreciates the collaboration, meetings, and discussions with UDOT throughout the LCC EIS process. Please do not hesitate to contact us regarding our formal comments to the LCC EIS.

Sincerely,

Laura Briefer

Digitally signed by Laura Briefer
DN: cn=Laura Briefer, o=Salt Lake City
Department of Public Utilities,
ou=Director,
email=laura.briefer@slcgov.com, c=US
Date: 2020.07.03 17:11:00 -0600

Laura Briefer
Director

#4481

Date: July 8, 2020
To: UDOT LCC EIS Consultant Team
From: League of Women Voters of Salt Lake City
Re: LCC EIS Comments on Draft Alternatives



Dear UDOT Personnel and Consultant Team,

The League of Women Voters of Salt Lake City (LWVSL) is concerned about the range of alternatives proposed for consideration and the limited scope for each. Additionally, the alternatives appear to limit or completely ignore less impactful actions with important good outcomes over expensive, environmentally and visually damaging consequences to the canyon and our enjoyment of them.

We believe that more incentives coupled with higher tolls on single-occupancy vehicles, a more efficient bus system with preference for bus transit users, and enforcement strategies that ticket illegal on-road parking could have almost immediate and effective positive impact. We question the need/value for a gondola, and have concerns about the environmental consequences of either of the snowshed solutions proposed.

The gondola will have damaging consequences for visual quality and ridge line protection, both of which are positions on which the League has reached consensus through much study and discussion. The snowsheds will require disruption to large areas of the canyon side-slopes which will remove vegetation, increase erosion, decrease snow melt absorption into the soils, increase flood potential, and damage critical water quality - another consensus-built position that the LWVSL has studied.

Our primary concern with the canyons is their environmental integrity, most especially the watershed we all rely on. As the climate changes with anticipated less snow pack and warmer temperatures, our reliance on that incredibly valuable resource - the Wasatch Mountains and the seven creeks that flow through its canyons - becomes even more vital to our survival and quality of life.

As you know, the League is a non-partisan organization which relies on study, discussion, and consensus before our carefully considered positions are announced. We urge UDOT to reconsider and re-evaluate these proposed alternatives and seek alternatives with a lighter touch and a considered, more sustainable and less costly approach.

Respectfully,

A handwritten signature in cursive script that reads "Jeanine Kuhn-Coker".

Jeanine Kuhn-Coker, President, LWVSL

A handwritten signature in cursive script that reads "Jan Striefel".

Jan Striefel, President Elect, LWVSL

Metropolitan Water District of Salt Lake & Sandy

3430 East Danish Road, Cottonwood Heights, UT 84093
Phone: 801-942-1391 Fax: 801-942-3674
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July 7, 2020

Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077
littlecottonwoodeis@utah.gov

**Subject: Comments for the Little Cottonwood Canyon EIS Draft Alternatives
Development and Screening Report**

To Whom It May Concern,

This letter transmits comments from Metropolitan Water District of Salt Lake & Sandy (MWDSLS) in response to the *Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta* (LCC EIS). This letter also expresses MWDSLS’s support for Salt Lake City Department of Public Utilities’ comments on the LCC EIS. The SLC comments are largely applicable to MWDSLS and are therefore adopted herein by reference.

MWDSLS owns and operates the Little Cottonwood Water Treatment Plant. MWDSLS diverts and treats Little Cottonwood Creek surface water and delivers it on a wholesale basis to its two member cities, Salt Lake City and Sandy City, as well as to the Jordan Valley Water Conservancy District. This water is then delivered within the respective service areas of these entities, with the potential to be used by over one million people in the Salt Lake Valley. The importance of source water protection of Little Cottonwood Creek for the public health, safety, and welfare of nearly the entire Salt Lake Valley cannot be overstated.

Due to the importance of Little Cottonwood Creek as a primary drinking water source, the impacts of the proposed alternatives on Little Cottonwood Creek and its surrounding areas need to be fully considered. MWDSLS appreciates that the proposed alternatives may have beneficial impacts to water quality with the improvements to trailheads, limitations to roadside parking, and improvements related to traffic safety. But, at the same time, there are many potential risks associated with source water quality degradation that could result from the proposed alternatives presented in the LCC EIS. The most important risk to consider is risk to public health. Increased recreational use of Little Cottonwood Canyon can result in short and long-term contamination of source water if restroom facilities and waste are not properly improved, managed, and maintained. Additionally, increased traffic and/or fuel storage in the watershed that may result if the proposed alternatives are implemented increase the risk of spills or migration into the Creek. This has the potential to greatly impact public health, especially if MWDSLS is not promptly notified.

Another risk that needs to be considered in the process of selecting alternatives is reduced reliability of the source water. MWDSLS is concerned that the alternatives may result in more

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frequent loss of the source due to increased sediment and debris in the Creek, or spills and contamination that result in the need to turn out or bypass the Creek water to protect public health. Specifically, MWDSLS is concerned that installing snow sheds or that removing vegetation for a gondola corridor will cause more debris and sediment to enter the Creek. Debris and sediment adversely impact the surface water intakes and conveyance systems that bring Creek water to the Little Cottonwood Water Treatment Plant. This can require that the Creek water be bypassed while sediment and debris is cleared. This results in Salt Lake City and Sandy City losing a vital piece of their drinking water supply portfolios.

Finally, there is a risk that the alternatives proposed can result in increased operation, maintenance, and capital treatment costs as a result of degradation of water quality. MWDSLS is required to meet Safe Drinking Water Standards regardless of the quality of the source water. If water quality is adversely impacted from implementing one of the proposed alternatives, then MWDSLS may experience increased costs due to increased filtration requirements, increased use of chemicals, increased maintenance activities, or increased costs for implementing capital projects to continue to meet water quality standards. These increased costs are ultimately passed on to the end user (residential, business, non-profit, government, etc.).

MWDSLS urges you to consider the comments presented here, as well as the comments Salt Lake City Department of Public Utilities has submitted in moving forward with the LCC EIS process. MWDSLS appreciates the opportunity to provide comment. Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,

Michael J. DeVries

Digitally signed by Michael J. DeVries
DN: cn=Michael J. DeVries, o=Metropolitan Water
District of Salt Lake & Sandy, ou=MWDSLS,
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Michael J. DeVries

MWDSLS General Manager

CC: Vince Izzo, HDR vincent.izzo@hdrinc.com

#4535



SENATOR
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UTAH STATE SENATE

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July 8, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

The gondola option provides the most economical, safe and reliable transportation for Little Cottonwood Canyon while also having the benefit of minimal environmental impact. The gondola option will also showcase a gem of the Salt Lake valley while limiting the impact on the watershed, reducing automobile traffic and emissions, and protecting the surrounding neighborhoods and communities from congestion and overuse.

A gondola will make the canyon accessible to locals and tourists while maintaining the pristine beauty of the canyon. Because it will be an attraction for all, a huge benefit for patrons and employees of the resorts, and accessible no matter the condition for skiers, the gondola option will conceivably pay for itself over time – particularly considering the decreased impact the canyon could otherwise suffer with the status quo or other vehicle options.

As a regular visitor of Little Cottonwood Canyon, an active snowboarder and hiker, and a resident just down the road from the canyon, I am extremely excited at the prospect of the La Caille gondola station option. I am anxious to help encourage state resources to a project that will bring such value to the valley while solving difficult transportation issues.

Thank you for your consideration.

Sincerely,

Kirk Cullimore

#4593



SENATOR
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July 7, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

1. It's the most environmentally friendly option as compared to the carbon-based alternatives;
2. it reduces the number of vehicles travelling up and down the canyon and can remove ALL the busses in LCC; and
3. the cost of the Gondola system is by far the most cost effective and has the longest life cycle of any of the proposed alternatives.

Thank you for your consideration.

Sincerely,

Dan Hemmert
Utah State Senate, District 14



TOM WARD, P.E.
PUBLIC UTILITIES DIRECTOR

KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

July 8, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
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Dear UDOT Little Cottonwood EIS Project Team,

Sandy Public Utilities respectfully submits the following comments in support, and in addition, to Sandy City's earlier comment letter provided December 6, 2019. The original comments primarily addressed transportation related concerns of Sandy City. This correspondence provides additional comments regarding the City's drinking water supply source protection interests, as well as related concerns we anticipate and appreciate being addressed with the proposed project.

Sandy City relies heavily upon its high quality and reliable water supply from Little Cottonwood Canyon [LCC]. Sandy has significant water rights in Little Cottonwood Creek and has invested over \$150M in the water supply assets and infrastructure in this area. As a City of the first class, Sandy retains source protection authority over its drinking water supply. We are grateful for the ongoing partnership with UDOT, including this project, to assure continued protection of the quality of water supply in Little Cottonwood by addressing the risks of roadway and other pollutants to our water supply. Each of the proposed options have potential to be designed and constructed in a way that appropriately addresses and improves water quality protections. Likewise, each option could be implemented in a way that causes unacceptable and potentially irreversible negative impacts on public health and reliable water supply. Since the water in Little Cottonwood Creek takes as little as a few minutes to reach the drinking water treatment plant intake, and its contamination could cause severe and costly impacts to public health and the sustainability of our water supply, we appreciate the extra consideration for source water protection in LCC.

Please assure the alternatives analysis and each of the proposed transportation alternatives address important water quality issues for the Canyon, notably including:

- **The risk and impacts of vehicle accidents in the canyon.** Accidents can discharge fluids, including gas, oils and any harmful materials being transported.
- **The risk and impacts of increased recreation in the canyon.** More people require improved management of persons and their waste (trash, bathrooms, soil erosion, etc.), as well as the minimization of concentrated and untreated runoff from contamination areas (roadway drainage, sediment loads, parking structures, restroom facilities, etc.).
- **The importance on ongoing monitoring and treatment of water.** These plans will require provisions to ensure that the water quality from UDOT roadway and related facilities (storm drain inlets, parking lots, structures, construction sites, etc.) are monitored and treated prior to discharge to perennial and ephemeral tributaries with appropriate storm water and drinking water source protection best management

practices (BMP). Best practice improvements may include erosion control, oil/water separators, as well as dispersed treatment (infiltration at roadway shoulders prior to flow concentration, etc.) away from and prior to entering the stream.

- **The necessity to minimize and contain the risks of fire.** Ignition sources, fuels, and suppression during construction and long-term maintenance of transportation and recreation facilities in the canyon can create increased fire hazards.
- **The importance of water-specific operation and maintenance plans.** These will be needed to monitor and keep facilities clean and prevent contaminated discharges, as well as to monitor potential impacts.
- **The risk and impact of continued use of road salts and other chemicals on roadways.** The use of these chemicals will need to remain a highly managed and monitored practice to prevent impacts to the water supply, as well as canyon vegetation (a natural erosion and water treatment resource). Many other similar watersheds have had to eliminate and prohibit use of chemicals (salts, etc.) for snow removal due to impacts upon the watershed vegetation and water quality under Clean Water Act, Safe Drinking Water Act, and local drinking water source protection requirements.
- **The importance of developing solutions that minimize the potential risk and impacts of dispersed and concentrated water pollution for the long term.** These solutions should be a priority. Notably, addressing the issues identified above should fit into the alternative selection, and more important the physical and operational improvements to be contemplated. Objectives should include minimization of car accidents [and their impact when they do occur], monitoring and treatment of roadway pollutants, improved management of persons and their waste in the canyon, etc.
- **The overall short and long-term health of the watershed.** The solutions and alternatives evaluated, and the final selection, should consider the long-range implications to watershed health in tandem with recreation and transportation management.

Include Short and Long Term Regional Transportation Plan for LCC traffic thru Sandy. We wish to support previous comments from Sandy, Metropolitan Water District of Salt Lake & Sandy, the Central Wasatch Commission and other stakeholders. This includes the important requirement and need to include short term and long term regional transportation planning to address traffic of huge number of visitors to the canyon who originate from the South, with extreme congestion as they travel through Sandy City from 9400 South and Highland, and Wasatch Boulevard. The project should address existing and future problems on these roads, if even in future phases. Otherwise, it will limit the effectiveness of the options chosen, with potential if not likelihood to exacerbate existing problems on the access roads through Sandy to Little Cottonwood Canyon.

Thank you again for your attention to these issues to assure the continued delivery and availability of high quality and sustainable water for Sandy, its water quality partners, and the more than 500,000 persons who can drink the water from Little Cottonwood Canyon.

Sincerely,

Thomas Ward

Tom Ward, P.E.
Director of Public Utilities

CC: Josh Van Jura/UDOT project manager, Ryan Kump/Sandy City Engineer, John Thomas/UDOT

7/8/2020

TO: LITTLE COTTONWOOD CANYON EIS TEAM

FROM: NEWEL JENSEN

SUBJECT: COMMENTS TO LCC EIS ALTERNATIVES SCREENING REPORT

CC: JOSH VANJURA

After a cursory review of the Draft Alternatives Development and Screening Report for the Little Cottonwood Canyon Environmental Impact Statement S.R. 210 – Wasatch Boulevard to Alta, I encountered several issues with some of the assumptions and findings with this report, primarily at the Level 2 screening stage. I have noted these items in the paragraphs below.

Travel times

Enhanced Bus Service – no widening

- The travel time calculations appear to assume free-flow conditions on dry pavement. Experience has shown that on the highest demand days on Little Cottonwood Canyon, the travel times are significantly increased through either slippery road conditions, private automobile congestion, or both. Since the travel times don't appear to account for this, the comparison to other alternatives, including Enhanced Bus Service in Peak-period Shoulder Lanes (which could bypass slow moving traffic), Gondola Alternative (which would operate independently of automobile traffic), and the Cog-Rail alternative (which would operate independently of automobile traffic) are not accurate and may result in different alternatives chosen to be carried forward.

Enhanced Bus Service in Peak-period Shoulder Lanes

- The travel time calculations appear to assume free-flow conditions on dry pavement. Experience has shown that on the highest demand days on Little Cottonwood Canyon, the travel times are significantly reduced through either slippery road conditions, private automobile congestion, or both. Travel times don't appear to account for decreased speeds due to slippery road conditions. Since the travel times don't appear to account for this, the comparison to other alternatives, including the Gondola Alternative (which would operate independently of weather except during high wind events), and the Cog-Rail alternative (which would operate independently of weather) are not accurate and may result in different alternatives chosen to be carried forward.

Rail alternative

- The travel time comparison between the rail alternative, Enhanced Bus alternatives, and Gondola alternative do not originate in the same location. The travel distance for the rail alternative (Concept 4B) originates at the Historic Sandy Station, which is roughly 6.3 miles west of the mouth of Little Cottonwood Canyon, whereas the alternatives carried forward all originate at the “Gravel Pit Mobility Hub” which is 4.2 miles from the mouth of Little Cottonwood Canyon. This results in an 11 minute time disadvantage when comparing the alternatives. Additionally, this comparison does not account for time required to travel from the trip origin to connect to the alternative, whether it be the rail alternative or alternatives carried forward. Without an equal comparison in travel times, the conclusions drawn to carry forward the selected alternatives may not be well founded.

Capacity

Enhanced Bus Service – no widening

- The travel time, headways, number of rolling stock, and capacity calculations appear to assume free-flow conditions on dry pavement. Experience has shown that on the highest demand days on Little Cottonwood Canyon, the travel times are significantly increased through either slippery road conditions, private automobile congestion, or both. As travel time increases, either capacity decreases or the number of rolling stock required to accommodate a given capacity must increase. Since the travel times don’t appear to account for this, the comparison to other alternatives, including Enhanced Bus Service in Peak-period Shoulder Lanes (which could bypass slow moving traffic), Gondola Alternative (which would operate independently of automobile traffic), and the Cog-Rail alternative (which would operate independently of automobile traffic) are not accurate and may result in different alternatives chosen to be carried forward.

Enhanced Bus Service in Peak-period Shoulder Lanes

- The travel time, headways, number of rolling stock, and capacity calculations appear to assume free-flow conditions on dry pavement. Experience has shown that on the highest demand days on Little Cottonwood Canyon, the travel times are significantly increased through slippery road conditions. Travel times don’t appear to account for decreased speeds due to slippery road conditions. Since the travel times don’t appear to account for this, the comparison to other alternatives, including the Gondola Alternative (which would operate independently of weather except during high wind events), and the Cog-Rail alternative (which would operate independently of weather) are not accurate and may result in different alternatives chosen to be carried forward.

Rail alternative

- The capacity shown in Appendix F assumes a 15 minute headway of 4 vehicles per hour with 253 passengers per vehicle resulting in a capacity of 1012 people per hour. Rail can accommodate significantly higher capacities by joining multiple vehicles in a single consist. Any consist with a length less than 400’ would be compatible with existing stations in the UTA network. Doing so could easily accommodate in excess of 1600 people per hour (4 train consist at 15 minute headways). The comparison as currently described in this report which shows similar hourly

capacities between the Rail alternatives and Bus alternatives is not accurate and should not be used in the determination of alternatives to carry forward.

Avalanche Mitigation

Gondola Alternative

- Table S-1 in the Executive Summary states that the gondola could be used when S.R. 210 is closed for avalanche mitigation. The practice of firing artillery over an active, inhabited gondola line would not be safe, and it is unlikely that the US Army would permit such a practice.
- Additionally, the current practice of using military artillery for avalanche mitigation may be problematic with gondolas. It would be unsafe to continue gondola operation during an avalanche control mission since every target on the north side of the highway would require firing over the gondola line. Additionally, the proposed gondola alignment would pass through numerous zones within the 1000m clear radius of avalanche artillery (105mm HE anti-personnel cartridges). There is risk of damage from shrapnel to the wire rope and gondolas within the 1000m clear radius. A robust inspection program following every firing of avalanche artillery would need to be implemented to verify no damage to the wire rope or gondolas and safely operate the system.

Enhanced Bus Service in Peak-period Shoulder Lanes

- The cost of snow-sheds for the Enhanced Bus Service in Peak-period Shoulder Lanes alternative appears to be the same as the snow shed cost for the Enhanced Bus Service alternative. This does not appear to be correct since the cross section needed to accommodate the Enhanced Bus Service in Peak-period Shoulder Lanes alternative is wider, thus the snow shed would have a significant increase in cost.

Rail Alternative

- The rail alternative includes a significant cost of snowsheds. Appendix F states that avalanche paths would require avalanche shed mitigation to protect the overhead catenary system (OCS). This assumption may not be valid if other propulsion technologies are used, such as a hybrid battery/OCS system which can operate short distances without the OCS, or with a DMU propulsion system that uses diesel propulsion. Other systems could significantly reduce the cost of the snowsheds assumed with this alternative. Additionally, the snowshed cost assumed is for a conceptually designed “3-travel lane” snowshed, which would be more costly than a snowshed wide enough to accommodate a two-track cog rail, or a one track cog rail.

Cost Estimates

General

- The rail alternative appears to include approximately a 20% unallocated contingency cost, whereas the gondola alternative includes only a 10% contingency and bus alternatives do not appear to include any contingency. This results in an un-even comparison and an even comparison may result in different alternatives carried forward.

- The rail alternative follows SR 209 and ties into the UTA system at the 9000 South station. A more direct route would be to continue on 9400 South and tie into the UTA system at about the 9400 South station. This would reduce the length by more than 1/3 mile and associated costs.
- A cursory, high-level review of the cost per mile of the rail alternative is considerably higher than the cost per mile of other rail projects within the UTA network. A more thorough review of the cost estimate is recommended.
- The report acknowledges O&M costs for each alternative, but the cost estimates used in comparison appear to be focused on initial capital costs, and don't address full life-cycle costs. However, since this investment is intended as a very long-term solution for the canyon (lasting to the planning horizon, and hopefully generations beyond) considering the full life cycle cost of each alternative including the replacement of rolling stock, state-of-good repair costs, etc. will result in a better-informed decision on which alternative to carry forward.

Relocations

Rail Alternative

- The Alternatives Screening Report states that the Rail Alternative has 48 Residential relocations. The typical cross section used is wider than required per UTS Design Criteria. The Double Track Embedded in Street Layout shows a mountable curb outside of the nominal 28' rail corridor width. UTA criteria shows the concrete curb inside of the 28' envelope. This extra width could result in additional relocations which, if properly accounted for, could result in different alternatives carried forward.
- The Alternatives Screening Report states that the Rail Alternative has 48 Residential relocations. The construction limits shown, especially east of Quail Hollow Drive, appear to indicate that no retaining walls were used, and cut or fill slopes extend into properties that would require relocations. Using retaining walls in these areas would significantly reduce the number of relocations required and could result in different options carried forward.

Section 4(F)

Rail Alternative

- The report asserts that 37 Section 4(f) properties are impacted by the rail alternative, however the plans shown in the Alternatives Screening Report, Appendix F do not indicate where those impacts occur, therefore it is not possible to accurately comment on this.
- The rail alignment in Little Cottonwood Canyon shown in the Alternatives Screening Report, Appendix F appears to use relatively large radius curves. Historically, the Little Cottonwood Canyon Road was originally a rail alignment and the majority of the curves in the existing road could be matched by a parallel rail alignment. Using an alignment immediately adjacent to the LCC road would significantly reduce the number of Section 4(F) and recreational impacts that are stated in the Report. The reduced number of impacts could result in different options carried forward.

Since there are numerous, significant issues that call into question the conclusions of this report, I believe that UDOT should reconsider the Level 2 screening results.

Thank you for your consideration.

Newel Jensen

On May 17, 2019, EPA provided comments on the Draft Screening Methodology Report that included a recommendation that the NEPA analysis be used to satisfy the requirements of the Clean Water Act Section 404(b)(1) Guidelines (Guidelines). At that time, we also encouraged UDOT to apply the standard of practicability as defined in CWA as the first step in Level 2 screening to evaluate alternatives pursuant to the Guidelines and assure the inclusion of the least environmentally damaging practicable alternative within the range of alternatives analyzed in the EIS.

EPA appreciates the explanation provided in Section 1.4.2 of the report regarding Clean Water Act requirements and the Guidelines. EPA also notes a clarifying footnote related to CWA requirements in the report in Table 1-2 that includes the following statement: "Each alternative will be evaluated individually regarding cost, existing technology and logistics before the other criteria in this table are considered." EPA thanks UDOT for providing this clarifying footnote regarding the timing of the application of the Guidelines and that UDOT is working to satisfy the Guidelines' requirements through the EIS process given the importance of the resources within the Wasatch Watershed.

Based upon our cooperating agency review of the June 2020 *Draft Alternatives Development and Screening Report (Report) for Little Cottonwood Canyon Environmental Impact Statement, S.R. 210-Wasatch Boulevard to Alta*, we have the following comments and recommendations:

- EPA understands that travel demand forecasting plays an essential role in transportation planning studies and analyses that directly inform the alternatives considered in the NEPA process. FHWA addressed the importance of making travel forecasting assumptions clear in Section 2.4.7 of its *Interim Guidance on Application of Travel and Land Use Forecasting in NEPA (March 2010)* by stating that "...an explicit definition of the no-build condition with regard to land use, network, and modeling assumptions..." be clearly documented and incorporated as part of the project's public record. A "no build" alternative can typically include improvements already committed to in regional transportation plans, such as those reflected in the 2019-2050 Regional Transportation Plan (RTP) developed by the Wasatch Front Regional Council. According to Appendix A, Table A-1, of this report the "No Action" alternative appears to include planned transportation improvements and prohibitions outlined in the RTP.

Throughout the Report, the term "No-Action" or "No-Action 2050" is used without clear explanation of the term(s). The Report reflects the important nexus between transportation forecasting/planning process and NEPA to the public and stakeholders, and as such, it is necessary that key concepts are clearly defined. EPA recommends that a clear and succinct definition of "No Action 2050" be provided in Section 1.3.3 of the Report (where the term is first utilized) that appropriately explains what actions do/do not constitute 'no action' as a baseline for the current screening process. Such clarification will clarify the screening process for alternatives flowing from transportation planning into the review of action alternatives for the EIS. At a minimum, a cross reference to Appendix A, Table A-1 would serve the reader should they want to identify specific elements included in the assumed "No Action" and "No Action 2050" alternative(s).

- The Report does not consistently identify results from the "No Action" or "No Action 2050" alternative with regard to Level 2 Screening. For example, only Tables 2-21 and 3-9 include a comparison of expected acreages of particular impacts related to "No Action," while other similar tables reflecting Level 2 Screening results for alternatives do not include no action. EPA

recommends that UDOT review and modify the draft Report for consistent level of treatment of “No Action” for each of the alternatives evaluated according to the Level 2 Screening criteria. We believe that this exercise would result in greater transparency and understanding of the alternatives evaluation process.

Wasatch Mountain Club LCC EIS Alternatives comment (07092020)

The Wasatch Mountain Club (WMC) is a local organization focused on outdoor recreational activities and preservation of our environment. The WMC has over a thousand members and is celebrating its centennial this year. We have been recreating in Little Cottonwood Canyon for 100 years.

We are pleased to participate in the Little Cottonwood Canyon Environmental Impact Statement process and to provide our comments to the Alternatives Development and Refinement Report. The WMC has a special interest in the canyons of the Wasatch and preserving their beauty for future generations.

We appreciate UDOT's recognition that the need for this study area are prompted by the "anticipated future increases in visitation to Little Cottonwood Canyon as a result of population growth in Utah". Unfortunately, the future is already here as our canyons are being loved to death and something needs to be done now to improve transportation and ensure access to areas we recreate in. The current focus of this EIS on winter use only is very shortsighted and year-round transportation needs must be addressed. The fact that UDOT is totally ignoring the visual impact of alternatives is unacceptable.

The Wasatch Mountain Club has participated in all phases of this EIS so far and look forward to helping UDOT complete the process and develop a solution acceptable to all.

At this point, our comments are focused on two primary issues and our preferred alternative.

- 1) Ensuring that any alternative accommodates dispersed recreation in all areas of Little Cottonwood Canyon
- 2) Ensuring that any alternative preserves the natural resources of LCC including the visual quality of the canyon's environment
- 3) Year-round buses

The WMC agrees with UDOT's intention of improving the "commuter, recreation, and tourism experience" for all users in the canyon. We are concerned however, that nothing be done in this process that could limit or degrade the recreation activities WMC members currently participate in.

We believe the long-term transportation solution for LCC must focus on mass transit for all LCC users to the maximum extent possible. A solution must be developed to not only meet the needs of the ski resorts but also the needs of dispersed recreation users throughout the entire canyon. This is a year-round issue and transportation solutions should not just address winter ski area concerns. This transportation EIS process must address this holistic approach.

We support the proposals in this document to improve parking at existing trailheads 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.

We also believe there are short and intermediate steps that will accommodate current needs and ensure easy implementation of a long-term solution. Any solution must include bus stops at the proposed improved trailhead parking areas. Current use demonstrates the need for year-round buses to trailheads and other dispersed recreation locations.

Solutions may need to be implemented in stages. Mass transit requirements need to be implemented soon to alleviate traffic on weekends, holidays, and ski days. In the short to intermediate time frame,

cars should be allowed to access trailheads and dispersed areas, during mid-week and off-peak times. This includes roadside parking necessary for many dispersed activities. We do not agree with UDOT's proposal to eliminate all roadside parking.

Throughout this process, UDOT has used the Cottonwood Canyons Parking Study 2012 for parking requirements. This study is nearly 10 year old with totally outdated parking counts. UDOT is making plans for future recreational use and parking needs without even know what the current use is (for example on Saturday June 27, 2020, there were over 200 cars parked along the road near the White Pine trailhead).

This EIS is trying to develop a solution to manage use without even knowing what the current or future use is.

All users have seen growth of use in LCC and experienced crowds at busy times. Efforts to restrict access to areas within LCC make no sense until we actually know what the capacity is. There is no information on capacity of trails, off-trail backcountry use, or roadside and creek-side use.

We believe efforts to determine carrying capacity of the Wasatch mountains needs to be accelerated - especially of back county users and undeveloped areas users. This must be done to sustain that type of recreation, and transportation solutions must enable these uses.

The other concern we have is to make sure we protect the environment of Little Cottonwood Canyon for future generations. The Wasatch Mountain Club believes it is important to maintain the visible quality of the viewshed contained in Little Cottonwood Canyon. We have made this known throughout this EIS process and recommended that visual assessment be part of the screening process. So far UDOT has disregarded this important and necessary analysis.

A Visual Impact Assessment must be completed in the next phase. As we recommended, it should have been part of the Screening Process, but UDOT refused to do so. It most likely would have disqualified the aerial gondola, so that might explain why it was not done. An aerial gondola would not only affect the aesthetics of the entire canyon with significant cumulative impacts, but would also be visible from much of the Lone Peak Wilderness Area and Twin Peaks Wilderness Area, both considered sensitive areas under NEPA.

According to Transportation Research Board documents "NEPA requires that visual impacts be considered for transportation projects". So why hasn't one been done? This must be done for any design or mitigation processes so should have already been done.

The TRB identifies a number of foundational concepts for Visual Impact Assessments. The first two are:

- 1) Perception of visual quality is an interaction between people and their environment. (this is absolutely true and the EIS process should talk to users of LCC, especially those involved in dispersed recreation who care about the aesthetics of the canyon).
- 2) It is important that the public be directly involved in defining existing visual quality and visual quality management goals and determining visual impact (this has certainly not been done)

UDOT must involve users immediately to establish what viewers value in LCC, what views could be affected by any of the alternatives and how those alternatives will affect the views in the canyon. Doing these simple things immediately will help meet NEPA's aesthetic mandate.

In addition to the TRBs methodology the Federal Highway Administration has Guidelines for Visual Impact Assessment that have not been followed. Here are just two of FHWA requirements:

1.1 “Community acceptance of a proposed transportation project is frequently influenced by the extent of its visual impacts. Anticipating and responding appropriately to these impacts avoids unnecessary delay in delivering needed transportation improvements.”

2.2 NEPA was established, in part, to “assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings” Sec. 101 [42 U.S.C. § 4331]. NEPA is the primary governing rule that established the country's national environmental policy. NEPA requires Federal agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Visual impacts are included among those environmental effects.”

Obviously, a Visual Impact Assessment must be done and should have been done during the Alternatives Development and Screening phase, and certainly in the Alternatives Development and Refinement phase. Defining alternatives and developing the detailed plans done in this phase should have had the outcome of the VIA in hand.

Utah is fortunate in having high quality digital elevation model (DEM) data for Little Cottonwood Canyon and UDOT certainly has GIS staff that could do the line of sight analysis in a few minutes and make those maps available to the public to determine visual quality affected areas.

The aerial gondola alternative seems to have the greatest visual quality impact. According to Appendix E of this report, gondola towers will be 150 – 200 feet tall. Earlier presentations indicated that some will have to be taller than that; up to 250 feet. These will be visible from many scenic view points and sensitive areas. Also, the cables and gondola cars will obstruct view. No one using the canyon will be able to fix an image in their mind or take a photo without these unnatural obstructions.

The screening process considers characteristics and potential impacts where likely significant effects are identified. The WMC identified visual quality and the need for a VIA as an issue during screening criteria phase of this EIS and our recommendation to include as screening criteria was ignored by UDOT

On a call with UDOT EIS staff on 6/15/2020 we were told by them to make sure we comment on visual impact at this phase. The Wasatch Mountain Club emphatically asks again for a Visual Impact Assessment be done for this EIS. We are hopeful this is done now, with inclusion of all affected users of the canyon to define and analyze visual impacts.

None of the alternatives included in this report are what is needed. And all are way too expensive. Spending nearly \$300,000,000 - \$500,000,000 to get skiers to two resorts is crazy. The goal to have a mass transit alternative to decrease automobile traffic by 30% is way too little of a change. Much more needs to be done to alleviate traffic and at the same time protect access to recreation in the canyon.

For a fraction of the cost of the three proposed alternatives, year-around bus routes from various feeder locations to hubs that serve the resorts, trailheads, and dispersed users, makes more sense. We look forward to participating with UDOT in the next phase of the EIS where this alternative is developed as the preferred solution.

Dennis Goreham
Conservation Director

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#5810

UTAH HOUSE OF REPRESENTATIVES

BRAD WILSON
SPEAKER OF THE HOUSE

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July 8, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

I am writing to urge the careful consideration and thorough study of all Little Cottonwood Canyon transportation options. Throughout my time serving in the Utah House of Representatives, I have consistently emphasized the importance of "taking the long view." Focusing on long-term solutions while considering not only our needs but also the needs of our children and grandchildren will shape our state in critical ways.

One of Utah's greatest challenges and opportunities is growth. I have watched closely in recent months as various transportation projects have been proposed, including a gondola, a train route, and bus service. While I feel Little Cottonwood Canyon is in real need of mountain transportation, I am not in favor of one alternative over another. Rather, I am strongly in favor of a thorough study and vetting process to clearly evaluate the environmental impacts, and economic benefits, and safety and reliability of each proposal. Utah's success will continue well into the future as we make decisions with a focus on effective processes.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Wilson", with a long horizontal stroke extending to the right.

Speaker Brad Wilson
Utah House of Representatives



UTAH STATE SENATE

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801-538-1035 • www.utahsenate.org

July 8, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

Here are some advantages I see for approving the gondola solution for Little Cottonwood Canyon based at the La Caille station option:

1. The gondola is a safer, more reliable transportation system despite the canyon weather conditions.
2. Regardless of the reasons for the Highway 210/road closure status, such as avalanches, natural disasters and vehicle accidents, the Gondola will always be open for passenger transportation purposes.
3. The gondola has the smallest physical footprint versus the other transportation solutions under consideration.
4. It is probably the most environmentally friendly option as compared to the carbon-based alternatives.
5. Using the LaCaille Base Station model, the uphill passenger capacity is about 3,500 people per hour (using the LaCaille station parking garage to supplement the bus capacity).
6. The 3S gondola provides re-generation of power on the trip back into the power grid as it downloads passengers to the LaCaille Station.
7. Provides a pedestrian friendly access to the gondola base station through new trail systems decreasing the immediate area's need to use personal vehicles.
8. Further protects the LCC watershed through projected reduction in vehicles.
9. The cost of the Gondola system is by far the most cost effective and has the longest life cycle of any of the proposed alternatives.

Thank you for your consideration.

Sincerely,

Senator J. Stuart Adams
President, Utah State Senate

Quick Bio as it relates to Little Cottonwood:

- *I'm an avalanche gunner on the Howitzer team*
- *I work part time for Alta Ski Lifts*
- *I manage the Trails, Wilderness and Dispersed Recreation program for Little Cottonwood Canyon.*

In this brief comment, I speak as a private citizen and not as an employee.

I appreciate UDOT's work, and I support profoundly your goal to "Deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains"

However the alternatives proposed fall short. They address the much narrower problem of peak traffic on winter mornings and evenings. These traffic jams under avalanche paths are maddening and hazardous, and must certainly be improved.

However, the right transportation solution must do more. It must:

- Address parking issues in winter and summer
- Address recreational needs in the lower and mid canyon as well as the upper canyon
- Provide solutions that are equitable and just
- Protect the integrity and aesthetics of the Little Cottonwood Canyon environment

Parking in Winter and Summer

- In both seasons, all formal parking is filled on weekends and many weekdays. Last weekend there were 150 cars parked on the road at White Pine by 8am. This is not unusual. In winter it is often impossible to park.
- Visitation is projected to increase dramatically with population growth in the Salt Lake Valley.
- The best way to simultaneously protect the environment *and* public access is to have fewer cars without reducing total visitor numbers.
- Strongly incentivized carpooling should be developed.
 - Parking areas should have a fee structure that rewards high occupancy vehicles.
 - If there is a toll, the price should be highest for single occupancy vehicles.
- Public transport in both winter and summer with stops at Trailheads and popular recreation access points should be efficient, easy, and cheap.

Lower Canyon Mobility Needs

- Recreational uses in the lower canyons include: hiking, skiing, snowshoeing, climbing, biking, photography, and families simply escaping to the cool of the creek side.
- These uses are valuable to the health and happiness of our citizenry. They in turn make Salt Lake a desirable place to live and help our economy.
- If parking below entry 1 is reduced from over 543 "stalls" to 240, important recreation opportunities are lost. Alternative access in the form of public transportation, alternative parking, and trail connectivity must replace that access.

Solutions that are equitable and just

- Solutions that improve access to ski areas only are essentially publicly funded subsidies to ski areas.
- Tolling options that use price-point as a “dial” to limit vehicular access will absolutely limit visitation by groups we are actively trying to recruit: minorities, lower-income individuals, families making short visits to picnic and stroll with kids. Certain tolling plans have merit, but *not* if they favor wealthy visitors.
- Any toll or fee structure that allows ski-area pass-holders a cheaper entry is profoundly unjust. The ticket they paid for is for ski area amenities, not canyon access.

Solutions must protect the integrity and aesthetics of Little Cottonwood’s environment

- The road should not be widened. The amount of fill and excavation required to achieve the passing lanes is not worth the benefit to mobility.
- A widened road destabilizes trails above the road (many which have been built with grant money), impacts the riparian environment below the road, and changes the feel from canyon road to highway.
- Parking lot expansion has environmental costs. It is unclear that the environmental impacts of roadside parking are worse than those of bulldozing and paving large new areas.

In light of these concerns, my preferred solution is an expanded version of your “increased bus frequency” option.

- **Do not widen the road**
- **Only limit roadside parking if there is a robust alternative**
 - Many improved formal pull-outs throughout the lower and mid-canyon
 - Cheap, efficient public transport
 - A wide trail from Snowbird to Quarry Trailhead, with spurs to the formalized pullouts and to popular recreation areas
- **Dramatically increase the public transportation opportunity**
 - Subsidize with tolling fees and local taxes
 - Run buses in winter and summer, at a frequency where the average wait mirrors Zion National Park
 - Offer stops at trailheads and popular recreation sites as well as at ski areas
 - Build bus hubs where people will want to hang-out: protected from elements, wi-fi, shops.
- **Increase carpooling through incentives at ski area parking and possibly through tolling.**
 - Very low cost for high-occupancy vehicles, higher for single occupancy
 - All proceeds from tolling should go first to improving and subsidizing public transport, and second to the land management agencies impacted by visitation.
 - In no way should fee structures result in any discount to ski pass-holders.
- **Ski areas should help “flatten the peak” with variable pricing, prorated tickets, staggered openings, or other methods of spreading out the hours during which skiers commute.**

A note on the Gondola

The gondola is an interesting solution and perhaps the best alternative for dealing with future growth. It has a smaller footprint than road widening, and ability to transport many more people. However, your scope does not allow for a full assessment of this alternative. We need to know:

- Can it run in the summer?
- Can it stop at popular recreation hubs?
- Can a single gondola be used to access Big and Little Cottonwood Canyon by passing over (but not letting people out at) Twin Lakes Pass?

If the answer to all these is yes, I would support the gondola. But I cannot support the construction and installation of an aerial line if it fails to address the broader mobility needs of the canyons.

UDOT, thank you for your work and for your consideration of public comments.

Best,

Zinnia Wilson

Del Draper

[REDACTED]
Salt Lake City, Utah 84124
[REDACTED]

July 10, 2020

Utah Department of Transportation, Et. Al.

Re: Little Cottonwood Canyon EIS 2018

Identity of Commenter and an Observation

I am 69 years old and a home owner in the Town of Alta. I drive up and down Little Cottonwood Canyon approximately 90 times a year and have done so for many years. I am an Alta season ski pass holder and I am familiar with the traffic situation in the canyon on winter days, especially when there is new powder. I bought an Ikon pass last year and I am familiar with the bus service in both canyons and the pay-to-park system at Solitude resort.

I believe that the existing road in Little Cottonwood Canyon is adequate 98% of the time. Outside of traffic incidents I have never been in a traffic jam in Little Cottonwood Canyon in the Summer, Spring or Fall, even during the height of Oktoberfest. The traffic problem is limited to winter days – either when there is new powder or a crowded ski weekend day. Yet even on these very worst days when it may take over an hour to get from the mouth of Big Cottonwood to the mouth of Little Cottonwood, once in the Canyon the traffic seems to flow.

These observations on current traffic flows shape my views. I think that it is of critical importance to improve Wasatch Blvd and North Little Cottonwood Canyon Road so that busses can get ahead of any car traffic jams on Wasatch Blvd. Improving Wasatch Blvd is critical regardless of which of the three outlined options is selected.

I do not support additional lanes in Little Cottonwood Canyon because of my experience that traffic in Canyon flows even on the busiest days (barring a traffic incident such as someone without snow tires on a snowy day). While I believe that it is essential to give the busses some means to pass vehicles on Wasatch Blvd, I question the need of dedicated bus lanes in the Canyon. While the canyon road may be near its limit on the very few busiest days, it is adequate without substantial improvements if steps are taken that reduce the number of cars in canyon.

Below are 11 specific comments.

Comment 1: The solution is more people in fewer vehicles. This includes more people using the bus system and incentivizing high occupancy in private vehicles.

With respect to buses you can incentivize people to use them by having a bus service that is frequent, reliable and inexpensive. Reliable service includes service that can bypass the worst of the traffic jams on Wasatch and North Little Cottonwood Road and get to the head of the line at the mouth of Little Cottonwood Canyon. Inexpensive is a relative term, and bus service needs to be inexpensive compared to other options. One means of making this occur is to put a price on driving private cars.

The occupancy of cars can be increased by putting a toll on those who drive up the canyon. This also makes the bus look more attractive.

Occupancy of cars will also increase if cars that are not carpools must pay to park. The pay-to-park scheme adopted by Solitude resort last year should in some form be adopted by Alta and Snowbird. There may be other means to get more people in fewer vehicles that should be explored. A “Busses Only” rule in effect for the first few hours of each day would reduce the number of cars. Please note that all of these steps, except for building another lane or a bus lane between the mouth of Big Cottonwood and the mouth of Little Cottonwood, are very inexpensive compared to the options outlined in the EIS.

Only after these steps have been taken and have been found to be wanting should UDOT consider an enhanced bus lane in the Canyon or an aerial tramway. Go for the low hanging fruit first before expensive “fixes” that may not be necessary if better bus service, tolling, charging for non-carpool parking and like do not solve the problem.

Comment 2: Stage some of the improvement and be flexible. UDOT should make some of the improvement before others. For example, UDOT could improve Wasatch Blvd and North Little Cottonwood Road, implement tolling and/or fees based parking, then wait and see how much the traffic is reduced. UDOT can then analyze how well the improved system works before the massive expenditures on other options such as the aerial tram or additional lanes in the Canyon.

Comment 3: The goal of getting 30% of the cars off the road by 2050 is far too low. This is an absurdly low goal in light of the amount of the proposed expenditures under any of the options.

The tools discussed above could get 30% or more cars off the road in short order. These include 1) reliable, frequent and inexpensive bus service 2) bus service that can bypass any traffic jam on Wasatch Blvd. and North Little Cottonwood Road, 3) tolls so that there is a cost to taking an automobile up the canyon, and 4) fees to park at the resorts if the car is not a carpool (as Solitude

resort implemented last year). Some combination of the use of these tools could significantly reduce the number of vehicles in the canyon.

Comment 4: Yes, yes, yes to the intermodal hubs and parking structures. This is a crucial step to get more people out of their cars and into busses. In addition to the two planned hubs, consider (re)purchasing the large no-man's-land between Olympus Hills Mall and I-215 and adding 39th south to the possible parking areas. The existing park and ride at 39th south for UTA could be expanded if UDOT (or the County?) staging area for snow plows were moved and the park and ride tripled in size.

Comment 5: Expansion of Wasatch Blvd and North Little Cottonwood Road. The residents in this area are concerned about this corridor becoming a highway and are urging that it be kept as a two lane "street" and not be a road. Efforts to accommodate the residents in this area should be made, but it is absolutely essential that at a minimum a south bound bus lane be constructed. The SaveNotPay group seems to recognize this in their literature. To reduce the "highway feel" in this area consider lowering the speed limit on North Little Cottonwood Road from 50 to 40 mph. It is already 40 in the Canyon and 40 at northbound cars approach Wasatch. Make it consistent. And while taking what action you can to appease the people who have chosen to live by the road to the ski resorts, expand Wasatch Blvd and North Little Cottonwood Road.

Comment 6: Snow sheds do not appear to be worth it. An expenditure in the range of \$100 million dollars for snow sheds increases the likelihood that skiers will have better access to the ski resorts for about 5 days each year. Even that is no guarantee. Some years there are no major avalanches so the sheds are not needed. Other years the slides are plentiful, but the snow sheds do not guarantee that there will be resort access. In the 2019/2020 winter the sheds as outlined in the EIS would have protected the road from only 40% of the slides, so resort access would still have been reduced for 2 or 3 days anyway.

Remember also, this is not a vital route connecting two major cities – this is a road that serves two privately owned ski resorts. If the road were closed for a few days what's the big deal? It is part of the adventure. Most of the visitors will have a story to tell about how they got stuck for an extra night or two at a ski resort or could not get there immediately upon arrival. The inability to travel to the resorts for a few days each year is an acceptable risk when considered in light of the cost of the snow sheds.

Comment 7: The EIS fails to adequately evaluate or consider the impact of charging a toll to drive up the canyon. If a goal of the project is to reduce the number of cars in the canyon, tolling is a very important tool that should be implement. Tolling is one of the factors that makes the bus seem like a better deal. The EIS should not gloss over this option but include realistic plans to implement tolling.

Comment 8: Charging for parking. The EIS does not adequately consider how charging for parking would reduce the number of cars in the canyon. Charging for parking tends to incentivize people to use the bus and incentivize car pooling. While it is true that the parking lots at the ski resorts are not under the control of UDOT, UDOT could work with the resorts to implement fee based parking.

Think about it this way: UDOT is considering spending hundreds of millions of taxpayer dollars to built facilities to help ensure a steady and efficient flow of skiers to two privately owned ski resorts. The resorts are a primary beneficiary of this whole project, whatever option is selected. Because of this UDOT is compelled to work with the resorts to implement some fee based parking scheme. As part and parcel of the expenditures to benefit the resort the resorts must be called upon to assist in the project to reduce the number of cars in the canyon, and charging for parking is a proven method of reducing vehicles.

Comment 9: UDOT must consider the impact of traffic regulations as part of the EIS. Traffic regulations are a means of solving some of the congestion problems and need to be considered in the EIS in addition to the focus on building infrastructure. The issue of road side parking can to used to illustrate this point.

The EIS calls for expansion of the White Pine parking lot to reduce the number of cars parked along the side of the road in Little Cottonwood Canyon. UDOT says roadside parking creates a danger year round and in addition in the wintertime it hampers snow removal.

It is questionable whether a parking lot could be constructed that would meet peak demand for this popular hiking and backcountry trailhead at White Pine. It is an environmentally sensitive area so the size of the parking lot has to be weighed against environment consideration. Let's assume UDOT gets approval to build the largest parking lot set forth in the EIS. What happens if this expanded parking lot does not meet peak demand? The options are to prohibit roadside parking and have the parking lot be first come first serve, so some folks would find that they need to abort their planned adventure up White Pine when they arrive too late to find a parking stall. Another option is to continue to allow road side parking in the summer months for overflow demand.

Continuing to allow roadside parking, which is a matter of traffic regulation, may be the best option, regardless of whether or not the White Pine trailhead parking lot is expanded. The speed limit in this area (traffic regulation) could be reduced. The limit is currently 40 mph but the area is just several hundred yards from the point before Snowbird where the speed limit on 210 is 30 mph for the balance of the road to Alta, where it drops to 25 mph.

This area with roadside parking could also be managed something like a school zone and have flashing signs that reduce the speed limit to 25 mph on those summer weekend days when everyone seems to want to go White Pine. That would be a better solution than banning road side parking.

Does UDOT propose to treat Snowbird's Octoberfest the same way it treats backcountry enthusiasts using the White Pine trail head? Currently for roughly six weekends each fall roadside parking is permitted along the entirety of Little Cottonwood Canyon Road in the Snowbird Area, and it is often full to capacity. Roadside parking is also permitted there during the ski season. If UDOT bans roadside parking at White Pine it seems logical that it must also ban it near Snowbird, possibly in both winter and summer.

A better solution is not to ban roadside parking in its entirety but manage any safety concerns through traffic regulations and enforcement, and these should be addressed in the EIS. Allow roadside parking near White Pine when the parking lot is full. Deal with the safety issue by treating the area like a school zone and significantly lower the speed limit at certain times. (How much of a rush does anyone need to be in when they are only a mile or two away from their recreational destination?) Similarly, permit roadside parking at Alta and Snowbird. Deal with any safety concerns this creates through traffic regulations and enforcement.

While I have long thought that roadside parking was preferable to paving national forest lands with parking lots, I am impressed with the recently constructed parking lot at Rattlesnake Gulch in Millcreek Canyon and recognize some expansion of the parking lot at White Pine is inevitable.

Comment 10: The aerial tram is a dubious solution with multiple drawbacks. The Tram is very expensive when compared to other options. This is especially true if we accept that a few days each year without access to the resorts by car due to avalanches, which is inconvenient, does not mean that a \$100 million investment in snow sheds is worth it. Without snow sheds on the road the Tram is by far the most expensive option. Since the problem can be solved by the much less expensive steps outlined elsewhere in these comments, the expensive tram option should be discarded.

The Tram serves only the resorts. It does not solve any other canyon transportation uses. The Tram would take longer than cars, especially since access to the tram is likely only by bus. Why would someone get out of their car and take a bus, then transfer to the tram, when could stay

either in their car or on the bus and get to the resorts faster? Consequently the use of the tram by skiers is unknown. It may assist getting skiers to the resorts on a few snowing days but otherwise is a dubious proposition. While one can imagine a few days each year where the roadway is jammed up and a few happy skier bypass the traffic by getting to the tram, overall this expensive option is little more than a Disney ride. UDOT needs to focus on solving the transportation problem, not building an amusement park ride.

Comment 11: This whole process may be flawed because there has not been a study to determine the ecological limits of humans in the Canyon, also referred to as the “carrying capacity.” The EIS seems to presuppose no limits. Considering determining these limits before building more infrastructure.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Del Draper". The signature is written in black ink on a white background.

Del Draper

SENATOR
DEIDRE HENDERSON
SEVENTH DISTRICT



462 RIVERCROSS RD.
SPANISH FORK, UT 84660
(C) 801-787-6197
dhenderson@le.utah.gov

July 10, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, Utah 84121

To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

The gondola is a safer, more reliable transportation system despite the canyon weather conditions. Not to mention pedestrian-friendly access available to the gondola base station through the new trail system which decreases the immediate area's need to use personal vehicles. Reducing the number of vehicles and removing all the buses in Little Cottonwood Canyon is also an environmentally friendly option. This eliminates the need to expand Highway 210 into a larger right-of-way that would increase the vehicle count within the canyon.

In the end, the cost of the gondola system is the most cost-effective with the longest life cycle of any of the proposed alternatives. The gondola will make the canyon accessible to locals and tourists and showcase incredible landscapes. I am confident that the project will highlight recreation while solving the transportation problems in the area. I support the gondola station option for Little Cottonwood Canyon.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Deidre Henderson". The signature is fluid and cursive, with the first name "Deidre" and last name "Henderson" clearly legible.

Sen. Deidre Henderson
Utah State Senate District 7

MEMORANDUM

Date: July 10, 2020

To: UDOT Little Cottonwood Canyon EIS Team

From: Hales Engineering

Subject: **Public Comment – North Little Cottonwood Road Gondola Station**

UT20-1706

Introduction

This memorandum introduces public comment for the Utah Department of Transportation (UDOT) Little Cottonwood Canyon Environmental Impact Statement (EIS). This comment presents an opportunity for UDOT to locate the base station of the proposed Little Cottonwood Canyon gondola system along North Little Cottonwood Road (S.R. 210) in Cottonwood Heights, Utah. The proposed site for the gondola base station is shown in Figure 1.



Figure 1: Proposed base station site vicinity map

Gondola Base Station Opportunity

The proposed gondola base station site is located southwest of North Little Cottonwood Road (S.R. 210) at milepost (MP) 3.1. This opportunity for the proposed gondola base station site is consistent with gondola alternative 2 of the *Alternatives Development and Screening Report*. This opportunity is being presented by CW Management Corp. who are working on plans for redevelopment near the site. A concept of the proposed layout of the site is shown in Figure 2.

The site would feature the gondola base station along with other amenities. The concept plan proposes having 10 roadside loading zones on each side of S.R. 210 to maximize public transit opportunities. A tunnel is being proposed from the northeast side of S.R. 210 to get pedestrians safely across to the gondola. In addition, an on-site parking structure is being proposed with a supply of approximately 1,600 parking stalls. This will add to the already proposed parking supply at the two mobility hubs on Highland Drive and near Big Cottonwood Canyon.

To access the site, it is being proposed that a traffic signal be installed at approximately MP 3.15 on S.R. 210. In addition, a right-in only access is being proposed at approximately MP 2.96, and a right-out only access is being proposed at approximately MP 3.08. In addition, direct ingress and egress tunnel accesses are being proposed to the parking structure from North Little Cottonwood Road. Southbound traffic could use the ingress tunnel access, and northbound traffic could use the egress tunnel access.

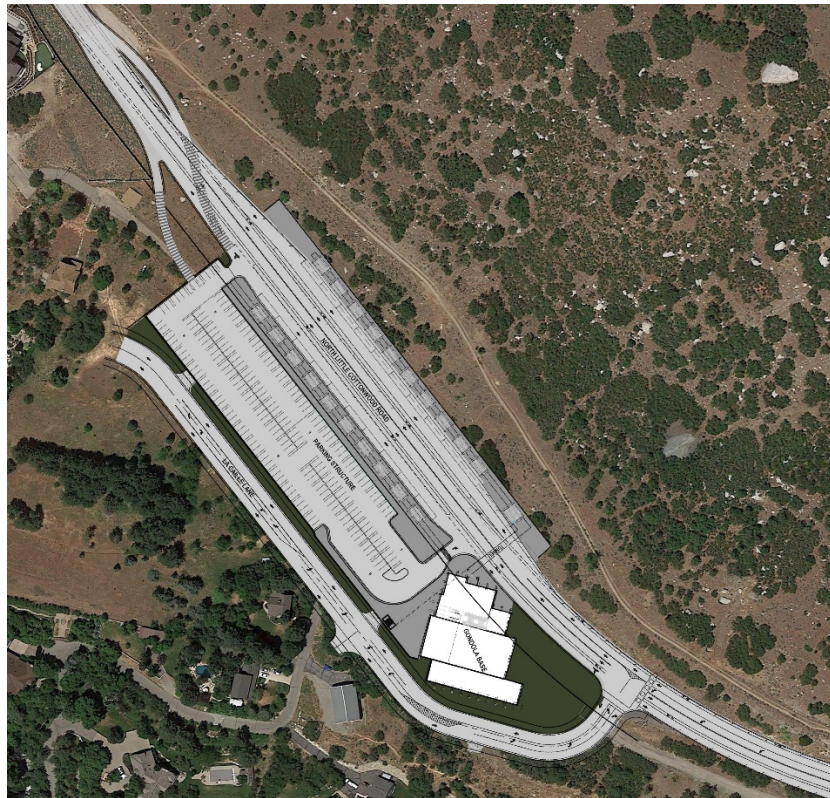


Figure 2: Base station site concept

Gondola Benefits

As outlined in the preliminary documents for the Little Cottonwood Canyon EIS, a gondola system through Little Cottonwood Canyon is a viable alternative to increase the capacity of traffic flow in the canyon now and in the future. The gondola has been identified by UDOT as the most feasible Aerial Transit System (ATS) for the canyon. The following sections outline some of the benefits of a gondola system:

High person travel capacity: The proposed tri-cable (3S) gondola system has a maximum hourly capacity of approximately 5,000 people per hour per direction. With the 30th-busiest hour in 2050 having a projected demand of 3,200 people per hour (equivalent to 1,555 vehicles per hour), the gondola could handle this demand on its own if needed. UDOT indicated that there would be about 1,050 people on gondolas in the peak hour.

Mitigates avalanche impact: With the gondola travelling above ground, avalanches will not impact the operation. When an avalanche closes S.R. 210, the gondola could provide a great benefit to the corridor by carrying the anticipated future demand through the canyon.

Consistent travel time: Without a gondola, travel times will vary based on the demand or avalanche conditions. A gondola would provide a consistent travel time for riders to expect, even when demand is high.

Mitigate parking issues near the ski resorts: In existing conditions, the parking at the resorts fills up quickly on busy ski days. This causes drivers to park unsafely along S.R. 210 adjacent to the ski resorts. With a gondola, the ski resorts could charge for parking and S.R. 210 could be tolled to incentivize people to ride the gondola, eliminating existing parking issues in the canyon.

Provide safer alternative to driving an adverse conditions: In 2018, there were 52 crashes on S.R. 210 in Little Cottonwood Canyon. Half of these crashes (26) occurred when the roadway surface was icy, snowy, or wet. Approximately one-third of the crashes (17) occurred when it was actively snowing. With traffic continuing to grow each year in the canyon, the risk for crashes will continue to increase. Providing a gondola system to ride as an alternative to driving would give drivers a safer alternative to driving up the canyon, especially for those that may not have vehicles that handle well in snowy conditions.

North Little Cottonwood Road Base Station Benefits

Though UDOT chose to move forward with gondola alternative 3B (additional parking at gravel pit and bussing to base station at mouth of the canyon) in the EIS, it is recommended that UDOT reconsider gondola alternative 2, which could utilize the site being proposed by CW Management Corp.

The following sections outline the benefits of a base station on North Little Cottonwood Road:

Parking supply: The proposed concept shows a parking structure with approximately 1,600 parking stalls adjacent to the gondola with easy access from each parking level to the gondola. Implementing this parking at the site plus other parking at the mobility hubs will provide sufficient parking for the demand and decrease the parking need at the resorts.

Public transit integration: The concept proposes a high public transit capacity for buses dropping off and picking up at the gondola site. This will provide a good connection from the base station to the outer mobility hubs for riders to travel to and from the gondola.

Overall cost: As outlined in the *Alternatives Development and Screening Report*, gondola alternative 2 has the second-lowest capitol cost and tied for the lowest operation and maintenance (O&M) cost out of all the alternatives. The report identified alternative 3B as having the second lowest capitol cost erroneously, as 3B actually tied for the third-lowest capitol cost behind alternative 2.

Travel time: As outlined in the *Alternatives Development and Screening Report*, gondola alternative 2 has the second-fastest travel time to Alta.

Traffic congestion impact: The *Alternatives Development and Screening Report* assumes that a base station on North Little Cottonwood Road would not change the existing travel patterns that result in high traffic volumes at the entrance of Little Cottonwood Canyon, and marks alternative 2 as having a “high” impact on traffic congestion. However, by having the base station approximately three-quarters of a mile northwest of the entrance to the canyon, the bottleneck S.R. 209 / S.R. 210 intersection will experience a sharp decrease in traffic volumes, resulting in less congestion. Traffic coming from Interstate 215 (I-215) on Wasatch Boulevard can make a right-turn into the site prior to arriving at the S.R. 209 / S.R. 210 intersection. The proposed traffic signal at the site and the northbound egress tunnel access can facilitate left-turn movements out of the site in the afternoon and evening hours for cars to go back to Interstate 215 (I-215).

Conclusions and Recommendations

The following are the key points from this public comment memorandum:

- The proposed site adjacent to North Little Cottonwood Road is ideal for the Little Cottonwood Canyon gondola base station
- The site would feature the base station, a parking structure, and public transit loading zones with one signalized and two unsignalized access points
- It is recommended that a gondola system be pursued for the canyon to provide a high person travel capacity, mitigate avalanche impacts, provide a consistent travel time, mitigate parking issues at the resorts, and provide a safer alternative to driving.
- It is recommended that UDOT reconsider their gondola alternative 2 as an option and consider this proposed site for the base station due to its parking supply potential, public transit integration, and its comparative cost, travel time, and traffic congestion impacts.

#6189

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Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

July 10, 2020

Mr. Vince Izzo
Senior Environmental Planner
HDR
2825 E. Cottonwood Parkway, Suite 200
Salt Lake City, Utah 84121-7077

**RE: UDOT Project Number S-R299 (281) /UDOT PIN 16092
Little Cottonwood Canyon (SR 210) Environmental Impact Statement**

Comments on the Draft Alternative Development and Screening Report, dated June 8, 2020

Vince:

As a Participating Agency to the SR 210 Environmental Impact Statement, the Wasatch Front Regional Council (WFRC) thanks you for the opportunity to comment on the Draft Alternative Development and Screening Report. Provided below are comments from the Wasatch Front Regional Council staff.

We would like to thank the Utah Department of Transportation (UDOT) for their leadership and commitment in addressing the growing transportation needs across the state and particularly along the Wasatch Front. The significant effort dedicated to the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS) is further evidence of UDOT's commitment to identify solutions to the transportation-related safety, reliability, and mobility concerns in LCC and on Wasatch Boulevard.

As the Metropolitan Planning Organization (MPO) for the greater Wasatch Front Region, WFRC's role is to plan for an integrated transportation system including roadway, transit, active transportation, and other facility improvements to meet projected travel demand over 30 years, with consideration of land use, air quality, economic development, and other factors relevant to quality of life.

Understanding the focused, defined purpose and need of the LCC EIS, we acknowledge that the MPO's goals and responsibilities in planning for long-range transportation, in terms of geography and objectives, are broader. The Regional Transportation Plan takes into consideration transportation, land use, the economy and the relationship between all three. It focuses on accommodating and best serving the needs of all users along the Wasatch Front.

We are not at this point recommending any particular alternative for implementation. We support a comprehensive analysis of and narrowing of the alternatives. Our primary comment is that we believe it would be beneficial to move forward into the next phase a rail alternative for further and more in-depth analysis, along with the other options identified.

When focusing specifically on LCC, as in the EIS, the potential broader regional impacts and benefits of a rail transit alternative may not adequately be recognized. In that broader sense, rail has the potential to integrate the regional transportation system that serves users

throughout the region, from the Salt Lake International Airport, the Central Business District, residential and business locations west, north, and south, to the canyons, including the potential for eventual connection of LCC to Big Cottonwood Canyon and Park City - and the connection of residents, visitors, and workers among all these points through a transportation mode other than the automobile. With this larger perspective we encourage consideration of a rail alternative in the next phase of the LCC EIS.

The LCC EIS Draft Alternatives Development and Screening Report and its numerous appendices speak in great detail evaluating and comparing alternatives. The analysis of ridership, cost, alignment, speed, and natural and built environment impacts, while detailed, trend toward the raw evaluation criteria and given limited consideration to any potential for mitigation, particularly for a rail alternative. For example, evaluating limited alignments for rail in the Draft Rail Transit Concepts Initial Feasibility Study (Appendix F of the Draft Alternatives Development and Screening Report) may not provide the optimal alignment, with the least impacts. Nor is double tracking the entire alignment from the Historic Sandy TRAX Station to Alta going to provide comparable cost estimates with other alternatives.

In the Screening Report, the reasons stated for not advancing rail for further evaluation in the Draft EIS are the higher number of home acquisitions, Section 4(f) impacts, historic property impacts, and cost. While these are important and valid factors that raise concerns that could affect level 2 screening, these impacts also have the potential of being mitigated in a more robust analysis of alignments and track configuration in the Draft EIS and preliminary engineering process.

While the Draft Alternatives Development and Screening Report identifies year-round improvement for Wasatch Boulevard and within LCC, the major capital investment of enhanced bus, gondola, and rail are all focused on the need to decrease traffic during peak periods during the ski season. In this regard, little to no consideration is given in the Screening Report to the year-round mitigation of traffic and congestion in the canyons, which a rail alternative could have the potential to improve.

With cost being one of the stated reasons not to advance a rail alternative for further evaluation in the Draft EIS, we question why the cost analysis for a COG rail option is significantly higher (more than double) that from previous studies conducted in recent years. Alignment certainly makes a significant difference, which suggests investigation of alternative alignments. Additionally, while the initial capital cost is higher for rail, there does not seem to be consideration given to the lower annual O&M costs and the life cycle cost, for any of the alternatives. A more vigorous cost analysis along these lines, for all of the alternatives, would likely provide a more equitable comparison of alternatives.

While our comments are directed toward rail, we want to emphasize again that we are not advocating any particular alternative. As the MPO, our responsibility is to look more broadly at the regional transportation system. We see the potential for rail to provide additional regional benefits, which leads our review to suggest that a rail alternative warrants further evaluation.

Again, thank you for the opportunity to provide comments and participate in this important study. WFRC looks forward to our continued participation.



Ned E. Hacker
Director of Operations



**CENTRAL
WASATCH
COMMISSION**

July 10th, 2020

RE: Little Cottonwood Canyon Environmental Impacts Statement
Comments regarding Draft Alternatives and Screening Reports

Dear Josh Van Jura and LCC EIS project team,

The Central Wasatch Commission (CWC) is grateful for the opportunity to provide written comments on the Alternatives and Screening Reports of the Little Cottonwood Canyon Environmental Impact Statement (the Alternatives Report). We would like to first acknowledge the tremendous effort the EIS team has put into the process to date. The team has been accessible to, and coordinated with, the CWC as we work on a parallel effort for a Mountain Transportation System (MTS). The information presented in the Alternatives Report is greatly informative and will be helpful to make decisions moving forward. We appreciate the UDOT work and recognize the challenges of developing objective, good information and analysis and the enormous scrutiny when following a NEPA process and making decisions for the Wasatch Boulevard-Little Cottonwood Canyon corridor. Your work will serve the CWC and the communities well as key decisions are made for our MTS.

The CWC is an interlocal government of nine local governments in and adjacent to the Central Wasatch Mountains. The Board consists of elected officials from those jurisdictions, including the Mayors of Salt Lake City, Salt Lake County, Millcreek City, Cottonwood Heights, Brighton, Alta, and Park City. The remainder of the Board are Council Members from Salt Lake County, Summit County, and Sandy. The CWC is an outgrowth of the Mountain Accord agreement. The Mountain Accord was a historic planning effort that achieved consensus in 2015 on the recreation, transportation, economic, and conservation solutions for the Central Wasatch Mountains.

Building from the transportation principles of the Mountain Accord, in January 2020 the Central Wasatch Commission began to fulfil its mission to develop a mountain transportation system envisioned in the Mountain Accord. The CWC believes a mountain transportation system should integrate with the regional transit system, operate year-round, and provide equitable access to recreational opportunities and economic nodes while protecting the communities, watershed and the quality of water used by hundreds of thousands of residents downstream. To help with this effort, we've assembled a technical working group of mode and transportation management experts, vendors, planners, and policy makers to not only help develop the CWC's MTS but to also aid and provide input on the EIS process.

The Central Wasatch Commission is not advocating for a specific solution at this time. Like UDOT, the CWC is considering a range of alternatives without a bias or pre-conceived notion of outcomes. The process, we hope, will lead to the best possible decision.

The CWC is framing these comments based on the results of scoping for the MTS that were adopted by the Board in April 2020. Attributes and objectives of a successful MTS were developed through scoping of the MTS initiative, stakeholder and public comment, and extensive Commissioner discussion. These are the same attributes and objectives the CWC will use to evaluate mountain transportation system alternatives in the coming months. Additionally, the MTS initiative takes a more regional approach, with the LCC EIS being a part of the larger regional transportation system. The CWC is also reviewing the draft “reasonable range of alternatives” in the context of the scoping, purpose and need, and screening criteria identified previously by UDOT -- and our comments on those steps in the EIS process.

It is our hope that the following comments and recommendations will help shape the next phase of the EIS process, as we strive to reach a consensus on a transportation solution that is so greatly needed in these mountains.

Comments from the CWC are outlined in the following topics in this document:

- Alignment of UDOT scope, purpose and need, and screening criteria with the CWC’s MTS initiative
- Protection of a critical environment, with particular emphasis on the watershed
- Questions regarding alternatives screening process
- A range of reasonable alternatives
- Relationship between demand management strategies, modes, and equitable access
- Broader regional transportation needs and system integration

The CWC is providing a summary and examples of our comments. As a participating government in the LCC EIS, we are available to provide substantial additional detail and discussion, including the inclusion of experts, so that some of the variations we see between information and analysis can be fleshed out and reconciled.

Alignment of scope, purpose and need, and screening criteria

The LCC EIS alternatives have gone through an extensive process to date. Scoping, purpose and need, and screening criteria for this process were developed during the fall and winter of 2019 and public comment was accepted on the developed screening criteria. The CWC provided comments that reflected the consensus of the CWC member jurisdictions.

There is much alignment between the screening criteria and scope of the LCC EIS and the interests and objectives of the CWC. The CWC supports the goals of improving the safety,

mobility, and reliability of travelling along Wasatch Blvd and SR 210 in the Little Cottonwood Canyon corridor.

As noted in prior CWC comments, there are still a few important elements that CWC believes need to be considered during the EIS process. In our comments during the scoping and screening process, the CWC requested that a larger regional approach be considered in evaluating an effective result for the LCC EIS; a Wasatch Boulevard-LCC road corridor decision does not occur in isolation. The indirect and cumulative effects from the LCC EIS should address how a broader transportation system, now and foreseeable, is impacted, A year-round mountain transportation system that serves all users, integrates with the regional transportation system, and considers watershed and water quality protection should be part of primary screening criteria for a reasonable alternative.

It was recognized by members of the CWC and its Stakeholders Council, and reflected in previous comments to UDOT, that a significant reduction of automobiles was necessary for the future benefit of LCC. A system needs to be designed and developed to meet current and future recreation demand, and it should be recognized that mobility, reliability, and safety needs exist beyond just one season.

The UDOT LCC EIS makes the goal of reducing peak congestion times during winter a primary objective. However, while reduction of peak periods of that seasonal traffic is important, Little Cottonwood Canyon transportation serves many uses and users on a year-round basis. In addition, decisions that are made with respect to LCC will impact the numbers of users in LCC, as well as in adjacent BCC and other Central Wasatch Mountain areas. For example, we are seeing a spike in users in these mountains during COVID 19, an indication of future use and impacts that should be considered as part of the LCC EIS. All of these concerns should be considered.

CWC believes the LCC EIS should, as part of its alternatives screening, broaden the criteria for elimination of an alternative to include impacts that could not be mitigated on the watershed or environment. Please see the detailed Salt Lake City Department of Public Utilities and Sandy City comments in this regard.

Protection of a critical environment, with particular emphasis on the watershed

Salt Lake City, a member jurisdiction of the CWC (and with its partners Sandy City and Metropolitan Water District of Salt Lake City and Sandy), is the watershed manager for the Central Wasatch Mountains. Salt Lake City has legal jurisdiction within Little Cottonwood Canyon related to its water rights, watershed management, water infrastructure, and provides specialized expertise within the LCC EIS study area. The CWC shares our member jurisdiction's concern in that waiting to apply watershed and water quality standards, until the secondary screening, risks selecting an efficient transportation model but a substandard model for water quality.

The CWC supports SLCDPU comments regarding climate change, impacts to water infrastructure, road widening, parking, cost/benefit, and questions regarding watershed impacts from the gondola system and snow sheds.

Questions regarding screening process

There appear to be several instances in the Alternatives Report when the alternatives were not compared equally in the screening process. Please consider whether this was done. For example, we have received information that suggests that the cost analysis is uneven and does not use consistent life-cycle costing with the 2050-time horizon that the EIS has established.

Another example: the starting point for indicating rail is the existing middle-of-the-Valley rail station, but the starting points for buses and aerial systems are the mouths of BCC and LCC. In addition, it is presumed in the bus and aerial alternatives that the project would occur in the roadway corridor, but for rail, the assumption seems to have been that a separate right of way would be required. It is our understanding from talking to transit experts (bus, aerial, and train) that rail could be accommodated in the road right-of-way, and that aerial might need to occur in places away from the road right-of-way.

CWC is prepared to provide more detailed information regarding this issue, and we have seen information from the experts consulting with the CWC for our MTS that is substantially different from the analysis in the Alternatives Report. We have asked for more detailed analysis to help us reconcile the differences; to date, we have been told that the Alternatives Report represents all the information of UDOT and its consultants.

Range of reasonable alternatives

There is limited information available for how UDOT applied the screening criteria to arrive at the Reasonable Range of Alternatives. In spite of that, we agree in general with the continued analysis of the three alternatives put forth in the Alternatives Report, i.e., the bus and gondola alternatives. However, we do have concerns as to why some form of a rail alternative was not carried forward for further analysis.

From what has been communicated, there seems to be three main reasons why cog rail was eliminated. Those reasons are listed below with comments associated with each reason.

- F(4) impacts
 - Pursuant to information provided by CWC's consultants and partners (and prior information provided to UDOT), we believe that potential impacts may be able to be adequately addressed through a different alignment that avoids F(4) impacts.
- Number of homes needed to be purchased
 - The conclusion made with respect to this issue appears to have assumed that rail would not be placed in existing road rights of way. The rail analysis that CWC has seen includes options to develop rail in existing rights-of-way, thereby potentially avoiding

extensive private property purchases. Further, options for buses, aerial, and associated parking all contain the potential of private property acquisition (although possibly to a lesser extent than a train option). In fact, UDOT is considering acquiring property at the mouth of BCC pursuant to a State appropriation for parking and ancillary facilities now.

- Capital costs
 - We question the accuracy of estimated costs and lifecycle costs (time horizon in EIS is 2050) and believe that the total cost for each alternative (life-cycle costs) should be evaluated equally. Experts advising CWC have provided dramatically different estimates of capital costs than are reflected in the Alternatives Report. CWC requests that UDOT re-evaluate the capital cost analyses to address these disparities.
 - As noted above, the Alternatives Report appears to rely upon different assumptions for cost comparisons of the different modes. In addition, it appears as if information provided to CWC in some cases is different from the information and analysis by UDOT's consultants. Please consider some of the expert analyses provided by other agencies (especially UTA), mode experts (Doppelmeier and Stadler Rail), businesses (e.g., Alpentech), and private organizations.
 - The analysis and conclusions in the Alternatives Report differ from what has been provided by the experts advising CWC. While we see detailed numbers as conclusions by UDOT, they do not square with what our experts believe to be commonly accepted capacity and timelines for moving people by different modes. For example, buses, by the UDOT consultants' own analyses, have a limited capacity to meet the needs in the 2050 timeframe without an unacceptable traffic condition. In addition, our expert advice suggests the availability of significantly greater rail and aerial capacity than reflected in the Alternatives Report.

Based on expert analysis provided to CWC as part of our MTS work, the CWC recommends that some form of rail system should be included in the final list of range of reasonable alternatives. Please note that this recommendation does not reflect a disagreement with the elimination of the specific rail alternatives that were considered in the Alternatives Report. Rather, it is our opinion that the Alternatives Report did not adequately consider other potentially viable types of rail options (e.g., a rail option that has a different start and end point, or an option that utilizes a different path of travel or alternate technology). CWC agrees, however, that the potential negative impacts of a rail system (as noted in the Alternatives Report), such as costs, travel time, congestion, and negative impacts on natural and built environments, should be evaluated.

While considering the alternatives, the screening process, future growth, and the objectives for the CWC and UDOT, the CWC is concerned that the projected number of automobiles in the canyons will increase over existing, unacceptable numbers for the 2050 timeline. The CWC feels the reasonable alternatives and objectives of the EIS should be more aggressive in reducing the number of automobiles in the canyon.

The CWC is concerned about the ability of the bus alternatives to meet demand created from additional automobile reduction, and, as a result, these options' ability to meet and maintain the reliability, mobility, and safety objectives outlined in the Alternatives Report.

This includes accessing an aerial system via bus. It seems the aerial alternative is limited by the bus system's capacity to deliver passengers to the base station. In the aerial alternative, only 1/5th of the maximum capacity is being met because the bus is limited in being able to deliver 1,000 passengers per hour. Other approaches to this issue, including the report issued by the "Gondola Plus La Caille" group, have a different approach that might better maximize the capacity of an aerial system. (This analysis deserves evaluation.) Furthermore, the Gondola alternative does not include a full analysis of traffic movements and parking at the Gondola station and additional impacts on traffic along Wasatch Blvd. This information would be critical before giving further consideration.

Avalanche missions also play a critical role in the ability to move up and down the Canyon. The CWC requests that further evaluation be considered in regard to how each of the alternatives could operate during avalanche detention. For example, gondolas could not operate or have any passengers on board while avalanche crews are blasting heavy artillery overhead. Does the gondola option allow for improved access for first responders? Please continue to consider and further refine emergency access and egress for residents, visitors, workers, and first responders.

We also recommend that UDOT consider a phased approach in its analysis. Bus options serve a purpose within a larger regional transportation structure (along with other modes and demand management strategies) and could serve a role in both short-term and long-term solutions. For example, should there be a phasing consideration (e.g., 5-10 years mitigation with longer term solution)? Early in the LCC EIS process, UDOT was embarking on short- and long-term strategies. Given the long timeframe (5-10 years) to implement any of the alternatives due to capital investment, planning, design, and operational considerations, it would seem wise to consider a phased approach to a transportation solution for the LCC EIS.

The CWC would also like to address the question of whether all alignments were considered or just roadway alignments. It is understandable from a NEPA-simplicity perspective to avoid Forest Service lands and impacts that UDOT's consultants would try to keep all alternatives within the road right of way. However, it should be noted that the aerial alternative departs significantly from the existing roadway corridor. In addition, avoiding Forest Service lands may not result in the best transportation solution. As noted in other parts of these comments, the impacts on Forest Service lands from increasing the number of users in LCC may necessitate (and CWC would advocate should require) a consideration of impacts beyond the ski areas. CWC would suggest that UDOT and its consultants determine and evaluate the

best possible alignment for each alternative that meets the purpose and need and avoids irreversible negative impacts on LCC.

A critical corridor of the LCC EIS is Wasatch Blvd. In July 2019, Cottonwood Heights, a member of the CWC, adopted the Wasatch Boulevard Master Plan which UDOT has included during the EIS process. Important aligning priorities for Cottonwood Heights and the CWC for the Wasatch Blvd. corridor include transit-prioritized roadway capacity instead of unnecessary road widening, improve multi-modal access for the surrounding neighborhoods, traffic calming measures to slow travel speeds, and improve active transportation network along corridor. The CWC shares Cottonwood Heights concerns about the impacts to the residents who live along and adjacent to the corridor and request that further analysis be prepared about mobility improvements for residents.

Relationship between demand management strategies, modes, and equitable access

Tolling and parking strategies have been included in the LCC EIS process and have screened through as part of the package of range of reasonable alternatives. These strategies certainly align well with disincentivizing vehicles, an attribute outlined in the attributes in the MTS.

A top attribute of the CWC's MTS work is equitable access. Tolling can be considered a regressive tax which takes a larger percentage of income from low-income earners than from high-income earners. The CWC is concerned that tolling SR 210 will limit people's ability to access a National Forest.

Additionally, all of the alternatives presented make it difficult for all users to take advantage of the transit services. In order to use any of the alternatives in the proposed Reasonable Range of Alternatives, users must use personal vehicles to access the transit services.

The CWC is also curious to know how the alternative transit modes would be successful or not with the accompaniment of a tolling strategy. The CWC supports an analysis that considers minimizing the unintended consequences of tolling.

Broader regional transportation needs

The CWC is concerned that the decisions made during this NEPA process will have an indirect and cumulative impact on the surrounding region and are not being considered. How will any of these alternatives impact Big Cottonwood Canyon? The Ikon Pass and Epic Pass allow skiers to access all of the ski resorts any day and even allow for multi-resort visits within one day. Certainly, tolling will have an impact on motorists' decisions if they pay the toll, take a transit alternative, or drive up Big Cottonwood Canyon or to Summit County.

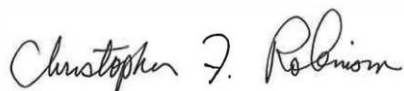
Additionally, visitors and residents are increasingly using these canyons and mountains year-around. In fact, visitation to the Cottonwood Canyons during the summer is growing at faster rates than winter. UDOT should consider this reality.

Consideration should also be given to the potential increased visitation from the south due to expected population growth. The CWC questions why a parking structure/staging area at 9400 South and Highland Drive was eliminated with respect to the aerial/bus alternatives. It is critical to consider population growth in the southern portion of Salt Lake County and Utah County.

Connections for visitors, residents, and workforce between Cottonwood Canyons and Summit County are also a critical consideration. The number of vehicles estimated coming from Summit County to LCC should not be easily dismissed as not having an impact on mobility, reliability, and safety. An opportunity to provide fast and convenient transit services between the economic and recreation nodes is crucial to improving the stated goals of the EIS.

The CWC thanks UDOT for the opportunity to not only provide comments, but to also serve as a cooperating agency. It is the hope of the CWC Board that these comments will be useful during the next phase of the EIS process. The steps taken thus far are helping move towards implementing transportation solutions desperately needed in the Central Wasatch Mountains. It is imperative that stakeholders, policy makers, land managers, and visitors to the Wasatch Mountains receive excellent information and fair evaluation to provide meaningful feedback on potential transportation solutions. The CWC greatly values and is thankful of the work done to date by the EIS team. We look forward to continued collaboration and cooperation during the LCC EIS process.

Sincerely,



Chris Robinson
Central Wasatch Commission Chair, and Summit County Councilmember

Cc:

Jenny Wilson, Salt Lake County
Mike Peterson, Cottonwood Heights
Erin Mendenhall, Salt Lake City
Jeff Silvestrini, Millcreek
Jim Bradley, Salt Lake County
Marci Houseman, Sandy City
Andy Beerman, Park City
Harris Sondak, Town of Alta

Dan Knopp, Town of Brighton

Ralph Becker, Central Wasatch Commission Executive Director

Blake Perez, Central Wasatch Commission Deputy Director

Lindsey Nielson, Central Wasatch Commission Communications Director

Kaye Mickelson, Central Wasatch Commission Administrator

#6309



Will McCarvill
Board Chair, Utah Sierra Club
423 W 800 S Ste A 103
Salt Lake City, UT 84101
801.467.9294

July 10, 2020

By Electronic Mail

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

Re: Comments on Little Cottonwood Canyon Draft Alternatives and Screening Process for the Little Cottonwood Canyon Environmental Impact Statement

To whomever this may concern,

The Utah Sierra Club was founded in 1969 by a group of individuals dedicated to protecting Utah's beautiful and unique natural landscapes and resources. Their legacy has persisted for over 50 years, evolving into a modern, inclusive grassroots environmental movement. This chapter has been integral in the fight to protect our wilderness, water, air, and public lands through landmark victories, including the first-ever protections for Little Cottonwood Canyon, which led to the passage of the Endangered American Wilderness Act.

Today, we lead efforts to transition from dirty fuels to clean energy, protect irreplaceable wildlands and habitats across Utah, act for justice, and bring a new generation of environmentalists into the outdoors. With over 40,000 members and supporters throughout the state, we lead efforts to advance climate solutions, protect land, air, water, and wildlife, act for justice, and get people outdoors.

We appreciate the opportunity to comment on the Utah Department of Transportation's (UDOT) Draft Alternatives and Screening Process for the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS) published in accord with its obligations under the National Environmental Policy Act, 42 U.S.C 2500 et seq. Our overarching aim is to ensure that the pursued project and efforts made by UDOT meet the needs for the future of LCC and are forward-thinking, cost-effective, and protect the sensitive environmental resources -- air quality, water quality, habitat, and integrity of lands -- within the canyon and



its surrounding area. Given those objectives, we offer the following concerns and recommendations for consideration in moving forward with the LCC EIS process.

Purpose and Need Commentary

In our scoping comments, we suggested that an appropriate and representative purpose statement for an "Environmental Impact Statement" should prioritize protecting the environment. Including natural and scenic resources, with the highest priority given to air quality, water quality, supply, and watershed health. Considering this project's purpose should be to protect the environment and improve the canyon experience for residents, visitors, and businesses through improvements to our transportation and/or transit systems approaching or within the SR 210 corridor. The lack of such language results in a flawed strategy that we encourage you to correct.

Climate Change: A More Robust Analysis is Necessary

While the research suggests LCC's resilience amidst a changing climate, LCC does not exist in a vacuum. The climate analysis does not consider the potential changes in vehicle miles traveled (VMTs) as a result of other, lesser resilient ski areas along the Wasatch Front. We recommend that the climate analysis expand its scope to incorporate regional climate impacts that may place greater pressures on how the canyon is utilized.

For instance, a 2009 Climate Change report by Stratus Consulting summarized that Park City is extremely vulnerable to climate change and associated decreased snowpack. Their model estimated that "Thanksgiving snow depths are predicted to be at or near zero under all scenarios in 2050 at the base area."¹ Considering the change and potential decrease in skier days and skiable acres, the analysis does not address how such changes might travel in LCC. The current model considers only the snowpack change in the canyon and makes assumptions based on past snow accumulations and not potential regional projections.

Further, the analysis states that "...although annual precipitation amounts will remain unchanged or increase slightly (depending on the model and future scenario examined), the proportion of rain to snow will increase (Strong 2013; Scalzitti et al. 2016)."² Yet, there is no discussion about how an increase would require additional measures and transit considerations to protect mobility, safety (from disasters like landslides at the lower elevation), and the watershed.

Air Quality Evaluation Lacking in the Screening Process

Air quality along the Wasatch Front continues to fail to attain Environmental Protection Agency standards. With 48% of our emissions attributed to mobile source emissions—much of which comes from our

¹ See Stratus Consulting. 2009. "Climate Change in Park City: An Assessment of Climate, Snowpack, and Economic Impacts." Prepared for the Park City Foundation

² See Draft Alternatives Development and Screening Report. "Little Cottonwood Canyon Environmental Impact Statement S.R. 210 – Wasatch Boulevard to Alta". Utah Department of Transportation

passenger vehicles and light duty trucks—it is clear that Utah’s air quality problems cannot be solved with regulation alone and that meaningful and strategic transportation planning is critical to ensure progress.

While we anticipate a greater air quality analysis in the full Draft Environmental Impact Statement, not including air quality measures as part of the screening when LCC exists, areas of non-attainment is concerning.³ With population growth and VMT growth higher than the population growth rate, air quality will be significantly worse in serious inversions. New analysis is needed to plan a total system that reduces VMT in the air shed to a level that ensures the air is healthy to breathe and works toward meeting EPA National Ambient Air Quality Standards.

Alternatives Commentary

The three proposed alternatives do not meet the needs and purpose set out in the EIS, which are to improve mobility, safety, and reliability of auto use on SR 210 from Fort Union Avenue to the Alta Ski Resort. The three options suffer from 70% of travelers' use of personal vehicle traffic remaining on Wasatch Boulevard and the Little Cottonwood Canyon Road (LCCR) after significant investments in infrastructure. This is an insignificant reduction from the current 96% or so private vehicle use.

Therefore, these criteria primarily support automobile transportation planning, which conflicts with the Salt Lake County and Wasatch Front Regional Council (WFRC). Planning recommendations should apply to the highway and other transportation decisions. Among them are: provide transportation choices, preserve open space, and improve the air we breathe by reducing auto emissions. Also, reducing the use of travelers using private vehicles by only 30% does not support WFRC's primary goal of reducing VMTs.

We propose an alternative that emphasizes bus mass transportation by 2050. By this significant decrease in personal vehicle use, mobility and reliability will improve over the two proposed bus draft alternatives; And because buses are inherently safer than autos, more bus passengers can equate to greater safety.

In Summary:

- In 2050, 75% of people travelling up Little Cottonwood Canyon are on bus transit.
- In 10 years 25% will travel by bus, after 20 years 50%.
- The number of cars parking in the canyon will be limited to 1150 at any time.
- Tolling is used to incentivize mass transportation use.
- Promote Trax extensions to the two transportation hubs.
- Improve feeder bus service to the hubs across the valley.
- Express bus transit from FrontRunner and Trax stations to the hubs with priority over autos..
- Substantially decrease VMT

³ See Division of Air Quality 2019 Annual Report.

<https://documents.deq.utah.gov/air-quality/planning/air-quality-policy/DAQ-2020-001226.pdf>



- Subsidize transit ticket costs.
- Ensure trailhead bus service
- Improve air quality by reducing VMT
- Hubs are designed for primarily valley bus to mountain bus transfers.
- Eventually private vehicle parking at hubs will also be limited.
- The north hub can be used to convert transportation up Big Cottonwood Canyon to bus mass transportation.
- The Alta Canyon road does not need to be widened.
- Wasatch Boulevard will require significantly less widening.
- Welcoming hubs and bus terminals at the ski resorts.

I. Bus Traffic Can Safely Handle the People Per Hour Rate Requirement

The special buses used for canyon travel are limited to 42 people. Regular buses cannot be used for canyon transportation, which means a feeder system using regular buses across the valley requires transportation hubs to move people to the special buses. Peak usage is estimated at 3257 people per hour for both bus alternatives. The 75% use of buses will require 60 buses per hour: 36 per hour from the north hub and 24 per hour from the south hub. For the traffic on Wasatch Boulevard south this means a bus every 100 seconds. 90 buses are estimated to be needed for this service. In addition, bus passengers are 10 times safer than auto passengers. Additional traffic lanes are not needed for the LCCR. The substantial reduction in overall vehicle use means the current roadway will be adequate.

Avalanche sheds will be necessary for public safety, mobility, and reliability.

II. The Substantial Reduction in Personal Vehicles Traveling Up-canyon Will Require Enhanced Valley Feeder Busses

Vehicle traffic should be minimized to the traffic hub as well as on Wasatch Boulevard. This can be done incrementally by adding local feeder bus service to the valley and express buses to Trax and Frontrunner stations. The personal vehicle reduction should be 25% in the first ten years, 50% reduction by 20 years and 75% reduction by 2050. As tolling reduces personal vehicle flow up the canyon, parking fees at the hub can incrementally increase to incentivize drivers to take the bus. Transit fare subsidies will help this transition.

Additionally, limiting parking capacity in the canyon to 1000 vehicles, with exceptions for landowners, service, and safety vehicles, can serve to incentivize bus use. With exceptions considered, it may be necessary to implement measures that require drivers to reserve a parking space before entering the canyon -- on a given day. The 75% reduction in people per hour at peak times in private vehicles results in 814 people per hour versus 2249 people per hour in private vehicles for the proposed 30% reduction. Valley floor parking will happen in smaller local lots associated with the feeder bus system routes. This substantial reduction in private vehicle use will



reduce the need to expand Wasatch Boulevard in Cottonwood Heights. The 2050 UTA transit map depicts a light rail line from South Jordan FrontRunner and Trax station to and up Little Cottonwood Canyon. Instead, two lines need to connect to the two hubs. The replacement of personal vehicle traffic by mass transportation will also reduce VMT and improve air quality.

III. Enhanced Bus Service Means Trailheads Can Be Serviced

Several busses an hour can be dedicated to servicing trailheads as well as the resorts. No additional parking spaces will be needed and the trailhead parking lots will be modified for convenient bus ingress and egress as well as rest facilities and trash receptacles.

IV. The North Traffic Hub Can Eventually Be Used for Big Cottonwood Canyon Traffic

The north traffic hub will be designed for the number of parking spaces called for in the two bus alternatives. Over time, with parking fees, tolling in Little Cottonwood canyon, and increase in bus capability across the valley it can be used to convert Big Cottonwood Canyon traffic to mass transportation. The hub will have to be designed so it can eventually be used for bus to bus transfer by 2050.

V. Skiers Need Welcoming And Well Thought Out Terminals

The transportation hubs in the valley have to be convenient and easy to use. Instead of commuter traffic, passengers will have ski equipment and clothing. They will have small children. At the terminals at the ski areas passengers should be welcomed to a warm environment. They will need lockers, rest rooms, places to eat lunches that they brought. These terminals can be placed in the existing parking lots since car spaces will be greatly reduced. There are currently 4600 designated parking spaces in and around the ski areas. A 75% reduction means only 1150 are needed.

Conclusion

We are grateful for the opportunity to comment on the Draft Alternatives for the Little Cottonwood Canyon Environmental Impact Statement. Please don't hesitate to reach out with any question about our comments or to discuss any matters we've raised.

Sincerely,
Will McCarvill,

A handwritten signature in black ink, appearing to read "Will McCarvill".

Chair, Executive Committee, Utah Sierra Club

Carly Ferro

A handwritten signature in black ink, appearing to read "Carly Ferro".

Chapter Director, Utah Sierra Club



July 10, 2020

Josh Van Jura
Project Manager
Utah Department of Transportation
2010 S 2760 W
Salt Lake City, UT 84104
ivanjura@utah.gov

Re: Comments for the Little Cottonwood Canyon EIS Draft Alternatives Development and Screening Report, dated June 8, 2020

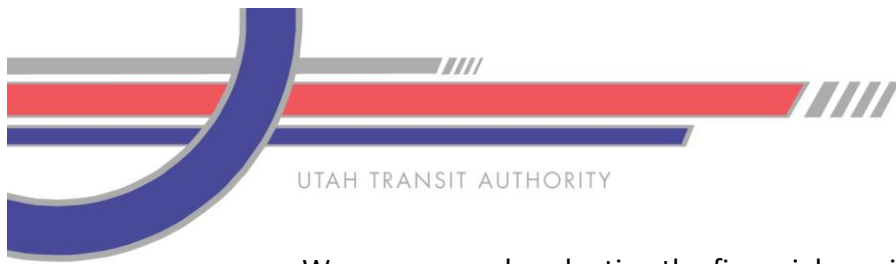
Dear Mr. Van Jura:

Thank you for the work that UDOT has already done to address the complex issues facing Little Cottonwood Canyon. As a cooperating agency, UTA appreciates the opportunity to comment on the alternatives being proposed under the Little Cottonwood Canyon Environmental Impact Statement (EIS). Our comments are intended to highlight many of the operational considerations that must be addressed to operate transit service within the corridor in a safe, effective, and financially feasible manner.

Key considerations UTA suggests being evaluated in the Report include:

- Life-cycle cost. For a more comprehensive evaluation of long-term public investment, we recommend that life-cycle cost analysis to include operations, maintenance, and state of good repair requirements be considered in the comparison of alternatives.
- Reliability of transit. The reliability of transit service is the key to meeting the mobility objective of the project. This is especially important when use of the canyon increases during bad winter conditions. We recommend more robust infrastructure to support the safety, connectivity, and reliability of public transit.
- Continue considering a reasonable range of alternatives. UTA supports transportation solutions that are consistent with the regional planning set forth in the RTP and believes the rail alternative should be further evaluated. In addition, an alternative that includes both transit hubs should be considered. With this in mind, UTA understands the importance of continued coordination with WFRC.
- Operational and maintenance considerations. Providing a large experienced workforce to support an expanded seasonal transit service can be challenging.





UTAH TRANSIT AUTHORITY



669 West 200 South

Salt Lake City, UT 84101

We recommend evaluating the financial considerations necessary to sustain that workforce. In addition, maintenance facilities and costs should be appropriately considered, including for a rail option. Existing rail maintenance facilities could accommodate a canyon rail system with a smaller supplemental facility.

UTA appreciates the opportunity to collaborate as a cooperating agency with UDOT and its other partner agencies on the preparation of the technical analyses and evaluation set forth in the draft report. UTA provides integrated mobility solutions to service life's connections, improve public health, and enhance quality of life. The key considerations summarized from UTA's detailed, technical comments (attached) are prepared in consideration of this agency's mission. This is a complex transportation corridor for which several innovative solutions are being evaluated. As such, important considerations have been identified, which UTA believes can be addressed through our continued collaborative approach specific to this corridor that also could advance a systems approach to a regional transportation network. UTA commends UDOT for its leadership in undertaking this study of improving transportation in the corridor.

Enclosed are our comments, none of which are intended to promote or discount any alternative—more analysis awaits during the process to allow for comprehensive and informed decision-making. If you have any questions regarding these comments, please contact Autumn Hu, NEPA Project Administrator at 801-741-8858 or ahu@rideuta.com.

We look forward to continuing to work with UDOT on transit solutions for the transportation issues in the canyon.

Sincerely,

Manjeet Ranu

Manjeet Ranu, AICP
Director of Capital Projects

Enclosure



**UTA Comments for
Little Cottonwood Canyon Environmental Impact Statement
Draft Alternatives Development and Screening Report, dated June 8, 2020**

July 10, 2020

Enhanced Bus with Road Widening

1. **Shoulder Lane** – In the proposed Enhanced Bus alternative, the buses will operate in the shoulder during peak periods on Wasatch Blvd to take advantage of the transit signal priority, and also in the shoulder all the way to Alta. The 10-foot shoulder lane is not wide enough for a bus to safely operate. Our ski buses are approximately 10.5 feet wide (including side mirrors) and would need a minimum 12-foot wide lane to safely operate. Also, snow tends to accumulate on the shoulder from plowing which makes the shoulder unusable over time. It would improve safety and reliability to widen the shoulders beyond 12 feet.
2. **Reversible Lane** – It appears that the reversible median lane was considered for general traffic conditions, but a reversible bus-only lane was not specifically considered. Safety requirements for a reversible bus lane may be different from the requirements for a reversible general traffic lane since users of the lane would get specific training. The dedicated bus lane could be in the median or to one side of the road. A system, such as barriers, would prevent general traffic from merging into the bus lane. Having a dedicated, barrier-protected, bus lane would allow the buses to move faster than cars though Little Cottonwood Canyon during peak periods and provide dedicated summertime bicycle facility.
3. **Dedicated Lane on Urban Roads** – A main reason for delay in ski bus service is the congestion experienced on Wasatch Blvd and 9400 South when traveling to get to the mouth of Little Cottonwood Canyon. Transit signal priority is most effective if buses are traveling in a dedicated lane. Considering the amount of bus traffic being proposed from each mobility hub (i.e. average 5-minute headway for the enhanced bus alternatives), and buses traveling in both directions, there could potentially be a bus at an intersection about every one or two minutes. While the alternative is designed for buses to travel with free-flowing vehicles, that is unlikely to happen on busy days and bad weather conditions. To better realize the goals of the transit service, it would be preferred for buses to operate in a median dedicated lane instead of on the shoulder where they would be slowed down by right turning vehicles. This condition should be in place from each hub.
4. **Turning Lane** – For high frequency bus service, it is important to have turning lanes long enough so that vehicles and buses wanting to make the turn do not block the buses that need to go straight. For example, there could potentially be multiple buses in the turning lane at the mouth of LCC.

Bus Maintenance Facility

5. **Bus Maintenance Facility** – For the enhanced bus service, potential locations that can accommodate the maintenance and storage facility should be identified as part of this study. A location near the mouth of the canyons would be preferred to decrease time and resources required to deploy the buses.

Gondola

6. **Decrease in Ridership** - Without the 9400 S mobility hub, skiers coming from the southeast may drive rather than take transit. This reduced potential in transit ridership would correspondingly increase vehicle traffic in the canyon and should be considered in traffic modeling, including travel speed and travel time in the canyon for the 70%+ people expected to be driving.
7. **Two Transit Hubs** – The alternatives with only one transit hub were evaluated. The EIS should also evaluate an alternative that includes both transit hubs, one at the gravel pit area and one at the 9400 S Highland Dr. park-and-ride lot. This could allow a reduced size of parking garage at the Gravel Pit Hub and continue to attract passengers from the southeast.
8. **Transit Incentive** – The inconvenience of using three modes of transportation for a trip (car-bus-gondola) could be unappealing when the alternative is a single mode trip in one’s personal vehicle; unless, disincentives are placed on private vehicles travelling up the canyons or stronger transit incentives are provided.
9. **Bus Type** - Larger 60-ft articulated buses are not recommended because they do not handle well in snowy conditions. To get 1050 riders/hr to the gondola base, twenty-five 40-ft buses (42 riders per bus) per hour would be required which translates to a 2.4-minute headway from the gravel pit. The dedicated bus fleet would depend on the estimated bus cycle travel time from the transit hub to the gondola base and should include the standard 20% spare ratio. The bus cycle time to determine the bus fleet should include dwell time and layover time.
10. **Limitation of Bus Service** – The capacity of the gondola is much higher than bus, so the combined system (gondola and bus) will be limited by the capacity and reliability of the bus service. It is unlikely that the bus capacity will be able to match that of the gondola capacity and demand, especially during canyon road closures when more people switch mode to transit. Buses could be operated in platoons to increase capacity if a larger bus fleet is planned.
11. **Dedicated Bus Lane** – For the gondola alternative, a dedicated bus lane between the transit hub and the gondola base is recommended. To get 1050 people/hr to the gondola base, a 2.4-minute headway would be required. UTA currently operates the UVX line in Provo and Orem at a 6-minute headway, the highest frequency in our system, in a corridor with some dedicated lanes. Bus signal priority on Wasatch Blvd. may not be sufficient to operate this high-frequency bus service reliably during peak periods. Adding a dedicated transit lane from the transit hub to

the gondola base would improve reliability of the bus service. Buses could be operated in platoons in the dedicated lane to increase capacity.

Rail

- 12. Rail Alternatives** – The existing rail alternative should be further evaluated. Rail is a mode that can provide the capacity and reliability to meet the transit needs for the canyon. In addition, it can provide a direct connection to our local and regional transit system, taking a systems approach; thereby reducing vehicle congestion in and around the project area. To reduce the environmental footprint and costs, portions of the rail alignment could be designed with single-tracks. UTA currently uses light rail vehicles that are outfitted with two power trucks each. Light rail manufacturers produce similar vehicles that utilize three power trucks that could potentially provide the adhesion force required for the steep slope in this canyon. This type of light rail system should be reviewed as a distinct alternative to cog rail, or a variation on the cog rail alternative. The capital cost of rail is initially high, but the long-term operational costs may be lower than bus. A life-cycle analysis should be evaluated to provide a more equivalent comparison with other alternatives. Moreover, the ability to more effectively integrate with the existing and planned regional transit system may demonstrate greater efficacy to a rail alternative than is currently evident. Further analysis would help support future decision-making on this potential, major investment.

UTA is currently working on the Future of Light Rail Study to determine a regional travel fleet strategy to help UTA prioritize our resources. The fleet strategy may include change in vehicle type and modification to maintenance facilities. The canyon rail system would have to be accommodated without impact to the long-term strategy. Please also see equity concern under comment 17.

- 13. Maintenance Facility** – UTA’s existing light rail maintenance facilities can be used to service a canyon rail system but may require an additional minor repair maintenance facility to free up capacity at the Midvale and the Jordan River rail service centers. If a rail alternative will be further evaluated, UTA will coordinate with UDOT to refine details and estimate costs.

Transit Hub

- 14. Capacity of Road Network** – The location of the transit hub should consider the capacity of the road network to handle all the traffic that the hub will generate, in addition to other uses in the development. The roadway capacity should be evaluated to determine if the road network could deliver people in their cars to the parking lot at the same rate as the bus service, keeping in mind that some of the capacity would be needed for non-canyon or non-transit users or for people using bus service other than that going to BCC or LCC. It could be that the site roadway infrastructure becomes the new bottleneck, generating new congestion on the streets leading to and away from the mobility hub, and not be able to deliver the number of cars/people that

we are forecasting for the bus service. Similarly, dedicated bus only lanes would assist in efficient bus movement into/out of the hub.

15. **Parking Structure** – Parking areas for transit riders should be designed to accommodate additional people using transit during canyon closure days under the gondola option, and other local bus routes that use the hub as a park and ride lot for non-canyon travel.

Cost of Alternatives

16. **Long-term Costs** – The long-term costs to maintain the service should be clarified. The O&M costs are required annually to sustain the service. In addition, different modes would have different equipment replacement cycle which would require additional capital investment. UTA buses generally need to be replaced every 14 years and there is a required mid-life overhaul to replace the engine and transmission which currently costs about \$50,000 per bus. Including these costs with annual operation and maintenance costs in a life-cycle analysis would be helpful in comparing alternatives for long-term investments.

Operation

17. **Workforce** – For UTA to operate a seasonal enhanced bus service, it would be comparatively more expensive than regular bus service due to our union contract requirements. It would be more economical as a year-round service. UTA's union contract requires guaranteed minimum hours for bus operators. To provide our current ski-bus service to LCC and BCC, UTA's Salt Lake Business Unit overstaffs by 25 operators in the off-season (April to December). These ski-bus operators are integrated to the overall bus operator network to accommodate operators needing time off for training, those choosing to take summer vacations, and natural attrition. For the proposed enhanced bus service for LCC (a 4 route system, each with 10 minute service), we estimate that it may require more than 100 operators, and a seasonal labor force this large would be difficult to integrate into the overall bus operations during the off-season. With seasonal service, the labor costs would need to be adjusted to keep the operators on staff year-round and to include training new operators due to natural attrition. UTA will coordinate with UDOT to estimate these costs.
18. **Operating Funding Source** – Operation of different alternatives would potentially be funded differently, due to the operating characteristics. UTA would need a dedicated funding source for the enhanced bus service in the canyon. As a public transit agency, UTA considers equity and the distribution of our resources across our service area. UTA must balance how it allocates its operating budget to serve the communities within our service area based on demand and need. Importantly, UTA is bound by Civil Rights Act Title VI as a recipient of federal funds.

Report

19. Table 2-1, Five-Lane Alternative – Please add description of what is included north of Bengal Blvd.
20. Table 2-7, Impacts to Natural Environment – Road widths being compared are 95 ft vs. 107 ft, a 12-ft difference, so why is area of impact the same? Please include an explanation in the discussion.
21. Table 2-8, Bus-only Alternative – only buses allowed in Little Cottonwood Canyon – Who are the nonresidents who are allowed vehicle access? Please provide clarification.
22. Table 2-8 - Aerial Transit from the Salt Lake Valley Alternative – Please clarify that an aerial system that does not include parking at the base would require bus service from a transit hub to the base of the aerial system.
23. Figure 2-8 – Suggest including street names.
24. Table 2-9 – Suggest changing heading to: Cost of alternative (in 2019 dollars) to be consistent with previous table.
25. P-42, Section 2.2.2.1, Bus-only Alternatives, first paragraph – Suggest changing text to: “This would equal about 75 buses per hour using a bus type similar to UTA’s current buses, which have a standing capacity of about 42 people.” We don't want anyone to misunderstand that UTA already has a ski-bus fleet to run 75 buses/hr.
26. P-43, Regional Shuttle Bus System Alternative, paragraph 1 - Please clarify that regional shuttle system with direct service to the resorts is screened out due to the cost of operating this large shuttle network. Operating such a network typically involves a tradeoff where breadth of coverage generally reduces frequency within that coverage, due to cost. In addition, this system would bring more vehicles into LCC as compared to a feeder system which would use buses, with higher capacity than shuttles, in LCC.
27. P-43, Regional Shuttle Bus System Alternative, paragraph 3 – Please clarify that the travel time discussion is regarding the bus/shuttle not the rider, since travel time for the rider would increase due to transfer. Suggest changing text to: “Transit service from a mobility hub near Little Cottonwood Canyon to the ski resorts would reduce the distance of travel for bus/shuttle as compared to a regional bus route starting near Salt Lake City, for example. Such transit service would therefore reduce the travel time for the bus, which would result in a more reliable service.”
28. P-43, Regional Shuttle Bus System Alternative, paragraph 3, last sentence – Suggest changing text to: “For analysis in the EIS, it was assumed that a regional shuttle bus system was assumed to provide the same service levels as the operating as a transit feeder network will complement the Enhanced Bus Service Alternative, but does not provide service to the final destinations, so it is not evaluated in the EIS as a separate alternative.”

29. Table 2-12, Alternative 3B – Please consider the capacity of buses to provide transport from the gravel pit to the gondola base at the mouth of LLC during peak times. Headway will be closer to 2.5 min and additional roadway improvements may be required to improve reliability of bus service.
30. P- 56, Cog Rail Alternatives Comparison, paragraph 5 – Wrong alternative referenced; suggest changing text to: “With Cog Rail ~~Alternative 2~~ Alternative 3, personal vehicles would travel past more residential areas to access the parking structure at the 9400 South and Highland Drive mobility hub.”
31. Table 2-15 Natural Environment – Alternative A4 does have impacts to the natural environment. The text in table for Alternative A4 should be “Not Evaluated” instead of “Not Applicable”.
32. Table 2-15 Cost of alternative - Showing two reference years in the row heading is confusing. Suggest changing heading to “Cost of alternative (in 2019 dollars)” to be consistent with previous tables.
33. Table 2-17, Tree Farm off Wasatch Blvd – Spelling error: “The lot includes steep ~~train~~ terrain that may make construction difficult.”
34. Table 2-18, Total People in the Peak Hour – First number should use comma instead of period to represent a thousand.
35. P 67 – Please check the projected number of people that will enter LCC in 2050 and use that number consistently. The document refers to 3,200, 3,250 and 3,260.
36. P 68 paragraph 5, last sentence – Since the intersections at 9400 S/Wasatch Blvd and Wasatch Blvd/North Little Cottonwood Rd are used as criteria to screening alternatives-based vehicle backup, they should be added to Figure 2-14.
37. Table 2-21, Meet Peak-Hour Person Demand – Second number should use comma instead of period to represent a thousand.
38. Table 2-21, Substantially Reduce Vehicle Backups at S.R. 209/S.R. 210 Intersection – Should include the unit in the heading (feet).
39. Table 2-22 and Table 2-23 – The costs shown in Table 2-23 include snow sheds. Need to clarify in text and/or in Table 2-22 which alternatives include snow sheds.
40. Table 2-23 Gondola Alternative – This alternative includes the road improvements on Wasatch Blvd, therefore should include the impacts shown in Table 2-7, in particular the wetland and floodplain impacts should be equal to or greater than 0.65 acre and 3.74 acres, respectively.
41. Table 2-23, Cost of alternative – Reference year in row heading (2020) is inconsistent with footer (2019). Recommend removing reference year in footer and change heading to: “Cost of alternative (in 2019 dollars)” to be consistent with previous tables.
42. Table 2-13, footer d – This is the first time snow shed is mentioned. The text in the discussion should clarify that bus and cog rail alternatives would require snow sheds.

43. Table 3-5, Cost of alternative – Showing 2 reference years in heading is confusing. Recommend changing heading format to: “Cost of alternative (in 2019 dollars)” to be consistent with previous tables. Is cost based on 2020 or 2019?
44. Table 3-10 Cost of alternative – Showing 2 reference years in heading is confusing. Recommend changing heading to: “Cost of alternative (in 2019 dollars)” to be consistent with previous tables.

Appendix D – Enhanced Bus Concept

45. TOC – List of tables is not sequential
46. Page 1, last paragraph, first sentence – Suggest deleting the word “be”, changing to: “Summer transit is not considered in this report.”
47. Table 3 – The cost per revenue hour of \$112.63 is the cost from the NTD UTA 2018 Report. This cost should be changed to \$116.01, the 2019 cost and the value used for calculation in the appendix.
48. Page 14-16 – Table is continuous from previous page and should be Table 4 (not Table 5).
49. Table 4 and fleet calculation in appendix – Due to the extended time required to load and unload a bus full of passengers with ski gear at the transit hub and at the resort, the dwell time at these stations can be a significant part of the bus cycle and important in determining the number of buses required to provide the service. A 10-minute dwell time should be added to determine the bus fleet required and the associated capital costs. Since the dwell time can be about 10% of the bus cycle, this can increase the capital costs for buses and maintenance facility by about 10%.



Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

The Cottonwood Canyons are one of the best assets along the Wasatch Front that contribute to our quality of life. In order to protect this treasured area, both environmentally and recreationally, we must plan for its future use in a sustainable way. The best generational choice to accomplish this is through the development of a gondola up Little Cottonwood Canyon.

A long-term transportation solution to move people up and down the canyon cannot rely solely on road options. More bus service is a short-sighted way to put a band-aid on a worsening wound. Widening the road for a dedicated bus lane doesn't address dangerous road conditions that close the road all too often in the winter. Building snow sheds only protects so much of the road from avalanches and require extensive earthwork to build a concrete tunnel eyesore. The bus ride experience itself is certainly not ideal with standing room only, snow gear in arms, and a winding road.

The gondola is a safer, faster, and more reliable transportation system regardless of canyon weather conditions. When a car accident, avalanche, or other natural disaster closes the only road in and out of the canyon, a gondola remains open as a secondary access point. Compared to the carbon-based alternatives, the gondola is the most environmentally-friendly for the air and watershed. Instead of increasing the vehicle count in the canyon, the gondola removes cars and buses from the road by putting people in the air. A gondola's lifespan is three times the life span of a bus. The gondola is also the only option that has the opportunity to share capital and maintenance costs through public-private partnerships. It enhances the canyon experience with a new activity that everyone, including the disabled, can enjoy.

Now, with the option of moving the gondola base station away from the mouth of the canyon to the La Caille station model, even more concerns are taken care of. The La Caille location realigns the gondola route to stay out of protected forest areas. Drop off, bus turnaround, and parking traffic is moved to an area that has enough space to handle it. Additional parking at the site also enhances planned mobility hub parking options which is pivotal to long-term planning.

Solving transportation issues while also preserving the value of Little Cottonwood Canyon has been a puzzle we've been looking at for decades. With the Gondola plus La Caille Base Station, we now have all the pieces to make the most progressive regional transportation system for the canyon in the most sustainable and efficient way possible. Please include the gondola plus La Caille model to study further as a forward-looking solution for the canyon.

Sincerely,

Derek Miller

President & CEO, Salt Lake Chamber

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121



July 10, 2020

Save Our Canyons' Little Cottonwood Canyon EIS - Alternatives Comments

To whom it may concern;

Save Our Canyons is a member driven non-profit organization based in Salt Lake. We are responding to UDOT's invitation to submit comments on the present alternatives-identification phase of the Little Cottonwood Canyon (LCC) EIS, published in accord with its obligations under the National Environmental Policy Act, 42 U.S.C 2500 et seq. While we recognize that the present NEPA process has advanced to the identification of specific potential alternative transportation improvements for LCC, unavoidably, some of our comments regarding the specific alternatives relate to a fundamental defect in the process that has led to the proposal of the present set of alternatives.

For nearly 50 years, we've worked to protect the wildness and beauty of the Wasatch. Our members and the communities we represent are not only frequent visitors to the Wasatch, we have land owners, businesses, scientists, engineers, students and consultants and lawyers in our ranks. Our members and their health and livelihoods, rely on the water that comes from these canyons. We have been patrons of resorts in the area, but also have regard for the ecology and are advocating for a more sustainable future in the Wasatch. As proposed, UDOT's alternatives directly threaten the Wasatch, our water supply, equitable access, and lay a foundation for further economic exploitation of this vital natural resource. We provide these comments in hope that UDOT will drastically alter its course of the EIS, who's purpose, screening criteria and now alternatives fail the Wasatch, and the community of life which it supports.

So that these comments can be better understood, we will begin by describing what the aforementioned defect is.

Need for comprehensive regional planning

Salt Lake City, together with the many contiguous Wasatch Front communities, has become a large metropolitan area, and it is very quickly becoming a much larger one. Anyone who has traveled to a number of large cities recognizes that one thing shared by those that people most enjoying visiting and living in is an appealing, efficient, and integrated transportation system. The process UDOT is conducting for LCC is not part of the planning of such a system. It is a fragment, disconnected from existing polices, strategies, and broader plans. It is another example of a haphazard pattern of one-off, shortsighted, narrowly focused transportation fixes to recurring localized urgencies—urgencies that occur largely because of the lack of a broader plan, or worse, failure to act upon plans that have been tirelessly worked upon by local communities and

governments (Mountain Accord, Salt Lake County Canyons Transportation Plan, Salt Lake City Watershed Plan, USFS 2003 revised plan, Salt Lake County Canyons General Plan, 1989 Wasatch Canyons Master Plan, etc). The problems with Wasatch Front transportation, especially for the canyons, are interrelated; any plan that is not a comprehensive response to the needs identified through a thorough understanding of these interrelationships is doomed to be largely wasteful and ineffective. That is, wasteful to the taxpayer and ineffective as a transportation system.

While we acknowledge the existence of Regional Transportation Plan which is continually updated by Wasatch Front Regional Council, the specific resource management plans that acutely deal with this unique landscape (like those mentioned in the paragraph above), have not been incorporated into the RTP, which operates at a much coarser scale than the other numerous plans that consider the fate of these canyons. Furthermore, these RTP anticipates the accommodation of growth, ignoring the importance of these watershed canyons. The focal point of this EIS is not an area planned to accommodate additional significant residential or commercial growth. To the contrary, numerous plans, ordinances and strategies point to the objective of significantly curtailing residential and commercial growth and development in order to meet the paramount legal obligations of providing, first and foremost, high quality, low cost, drinking water to the population, and two, to protect and preserve the high quality recreational opportunities that exist throughout these canyons. This process doesn't just ignore these priorities, the agency has outright rejected consideration of these, with prejudice toward increased tourism and economic development goals.

It cannot be overstated how critical the protection of the canyons of the Wasatch Front are to our regional quality of life, economy, and public health. Preserving the character of these canyons to maintain quality of life is another necessary dimension of comprehensive transportation planning. The goal of such planning should not be to efficiently pack as many people as possible into the canyons; it must also recognize that, at the same time people need access to the canyons for quality of life, it is an overabundance of people, and the development they bring and attract, that, left unchecked, will degrade the experience of being in these canyons. Transportation planning therefore must include a determination of the scope and intensity of human uses that can occur in the canyons without substantially harming their character and diminishing their contribution to a high quality of life, affordable pure drinking quality water, or other economically oriented ecosystem services. The alternative to such planning is the path we are on — a path toward an eventual equilibrium in which the impetus to continue improving access into the canyons levels off because the canyons have become places that are less attractive to people. Understanding what level of human use LCC can bear (call it carrying capacity, visitor analysis, or other) should have been a starting point for this project. Without this understanding, UDOT is blindly advancing the canyon toward achievement of this tragic equilibrium.

Amenity Migration

One of the drivers of issues in the region is amenity migration. Amenity migration is most simply defined as growth or relocation of people (seasonally or permanently) driven by the desire to nearer an amenity. In our case locally, this amenity is Utah's iconic public lands, and specifically to this project, the amenity is the Wasatch Mountains. While, it appears that UDOT believes the amenity of note is skiing, particularly resort skiing, as that is what it has erroneously focused its

Figure 7a: Central Wasatch Recreation Activity Overview: Number of Respondents and Frequency of Visitation (N = 318)

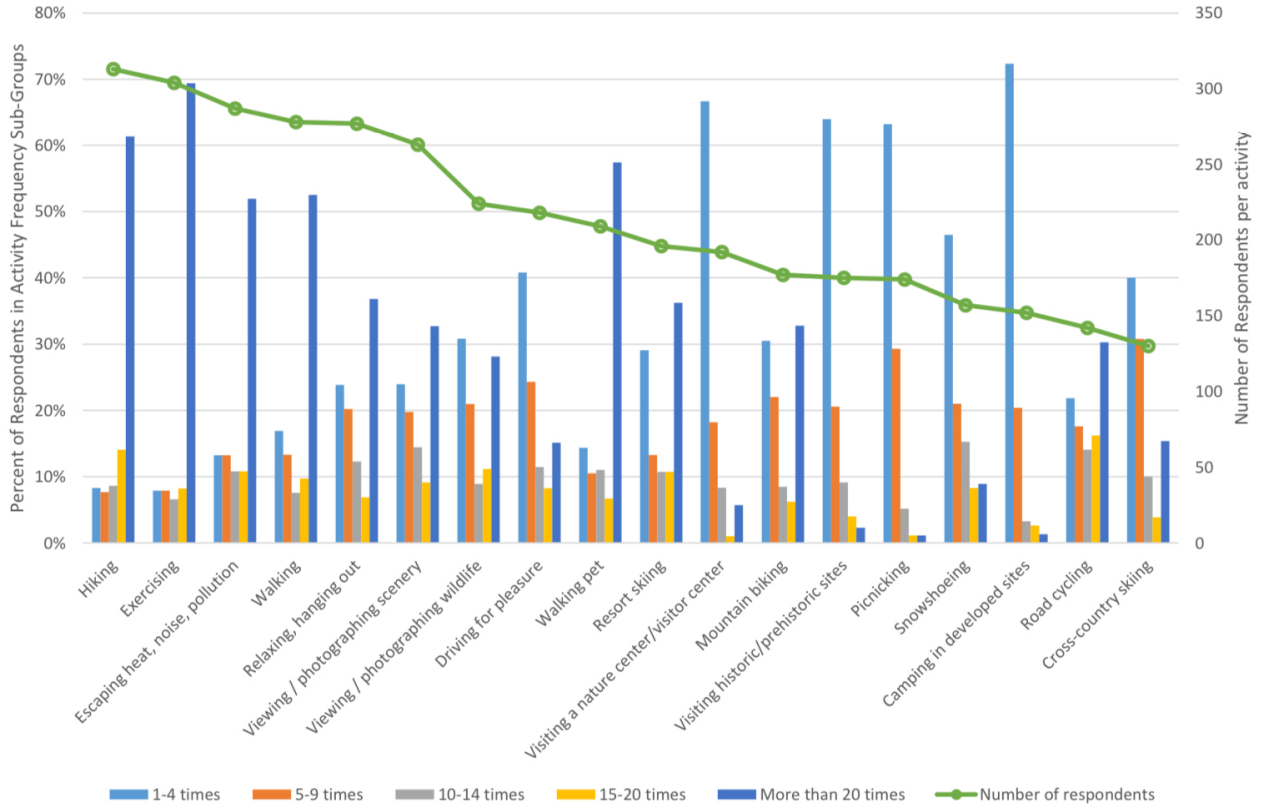
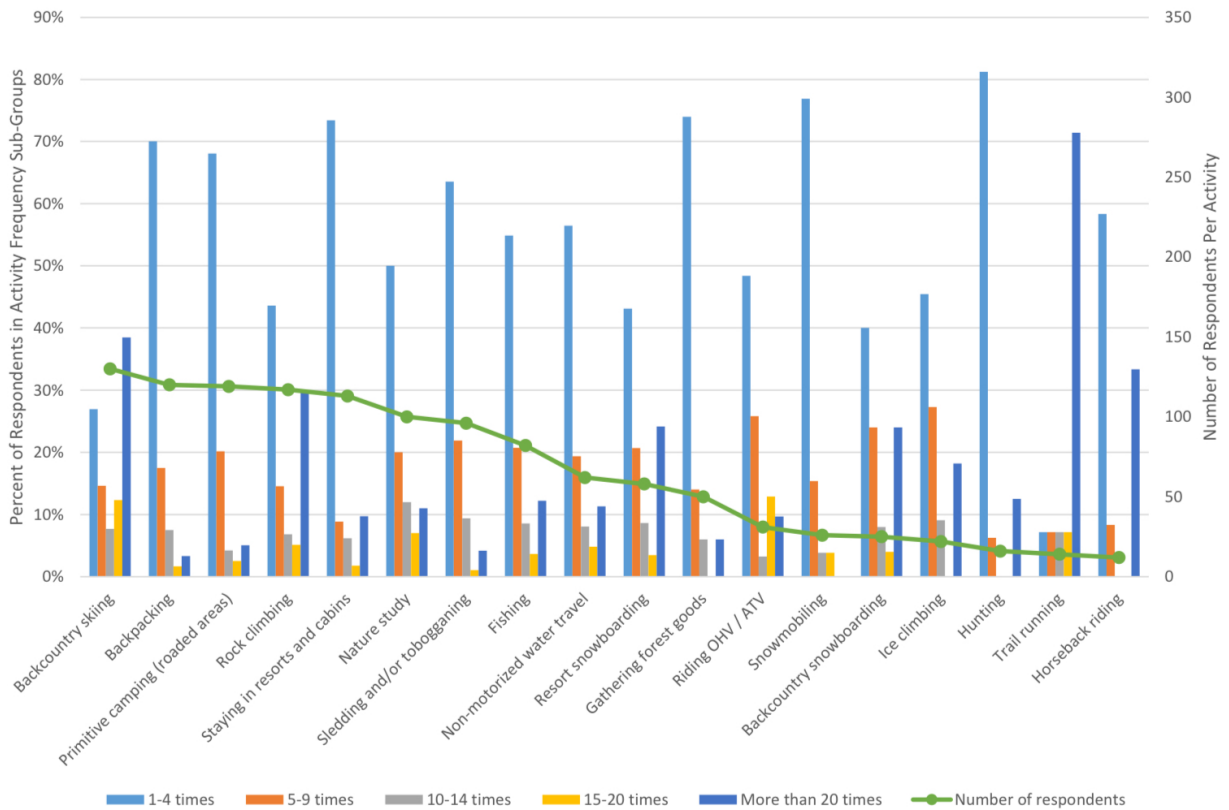


Figure 7b: Central Wasatch Recreation Activity Overview: Number of Respondents and Frequency of Visitation (N = 318)



EIS on. However, comprehensive analysis done on the region suggest that 70% of visitation to these environments are to dispersed recreation sites.

The above charts, taken from a 2015 Utah State recreation survey of the Central Wasatch (Burr, Lamborn), help to give a sample of the amenities visitors to the region are seeking. More comprehensive and seasonal analysis can be found in the quarterly reports on the project site: <https://extension.usu.edu/iort/research/cw-visitor-use-study>

Amenity migration is one of several factors compounding issues in our canyons. That said, how we grow, and how we move people around - *to* and *within* these canyons - is of critical importance as these environments are geographically restricted, have critical ecosystem functionality, and cannot accommodate infinite growth, and certainly cannot accommodate more cars. This is reenforced in numerous plans by the USFS, Salt Lake County and Salt Lake City, where they have all called for no more parking in these canyons, as strategy UDOT has been derelict in curtailing by failing to enforce road side parking prohibitions.

Providing transit service, accompanied by visitor management strategies to adhere to capacities, is one way to ensure we better accommodate visitation and usage, but not allowing those visitors to use a car (or at very least not a car with empty seats in conjunction with improved transit) to get to destinations could reduce the impact wild lands in the Wasatch.

We are not suggesting you stop amenity migration, rather do more to understand your role in managing, partnering with others who are responsible for managing visitation, and understanding the impact this trend has on the amenity of relevance: the Wasatch Mountains and their critical watersheds.

Economic Development and “Purpose and Need”

For over 30 years, local communities have demanded improved mass transit into our canyons, yielding a car-less experience in these vital watershed canyons. Removing cars improves both the natural and human environments, by ensuring more natural areas aren't converted into places that need to host cars (ie. Parking lots), thereby degrading water quality. While the air quality impacts of private vehicles are secondary or even a tertiary benefit of reducing car, reducing vehicle miles traveled in the region, given our non-attainment status as identified by the EPA, would certainly be a benefit. These sentiments have been captured most recently, in comments to this very EIS, by the Central Wasatch Commission who's board represents jurisdictions that are impacted by decisions in this EIS, in the Mountain Accord and its supporting documents, as well as in numerous land and resource management plans. Not one of those plans has called for accommodation of more visitation and vehicular traffic - which is an outcome of this process. In fact, many of these plans have called for innovative strategies to aid in the significant reduction of vehicles, parking, infrastructure in these areas. While this project states it will help UDOT meet its goals for SR 210 (which we question whether it actually will), it comes at great expense to legal obligations of other land and water managers, alienates non-resort users from benefitting from transit access, and acutely threatens the wild and scenic attributes of an iconic a glacially carved canyon for the benefit of private resorts. While the benefits of these alternatives are significantly lacking, one thing is clear, stewardship and management of these canyons is not a value UDOT holds for the region. Further, they show little if any care for the obligations, goals

and resources of other governments. The values driving this process are economic development as stated in the legislation that authorized funding for this process.

There has been much concern about the underlying purpose of this project being solely for economic development. When the process started, it was attempting to look at the canyon and as the Alternatives Report clearly states, the purpose is to “substantially improve transportation related safety, reliability, and mobility on SR 210 from Fort Union Blvd through the Town of Alta, for all users on SR 210.” The Wasatch has four-seasons of many different uses, and to benefit all users on SR 210, which is the main access point for all users, UDOT must look at all seasons. However, as the process has progressed, UDOT has arbitrarily winnowed the broader and connected scopes to look only at winter months, and more, only looking at the top of the canyon, alienating “all users” in deference to economic development opportunities for two businesses in the canyons, notably, Snowbird and Alta ski areas.

In 2017, the Utah Legislature passed SB 277, which was eventually signed by Gov. Herbert. This bill stated,

“... proceeds from the issuance of bonds shall be provided to the Department of Transportation to pay all or part of the costs of the following state highway construction or reconstruction projects:

(b) \$100,000,000 to be used by the Department of Transportation for transportation improvements as prioritized by the Transportation Commission for projects that:

- (i) have a **significant economic development impact** associated with recreation and tourism within the state; and
- (ii) address significant needs for congestion mitigation.”

While, prioritizing only one area of the economic contributions to the area, being resort-based visitation and recreation, UDOT has completely ignored several other economic factors. If you are going to incorporate economic indicators in your decision making process, you should not pick and choose, rather be comprehensive in your analysis. Most notably excluded, quality of life considerations for the many uses in the Wasatch Mountains, impacts to water quality via induced visitation that will be passed on to downstream users to clean up, and the impacts to non-resort based recreation that comprises the majority of visitation to these areas. Not only is UDOT ignoring these impacts, they go a step further and advocate for inducing demand being a benefit of one alternative.

At a June 16, 2020 meeting with our organization and UDOT representatives, it was reported that “one benefit of the gondola would be that it could serve as a tourist attraction and generate additional revenue.” This was again stated at the public meeting hosted by UDOT at approximately 7:18pm on June 23, 2020. It is highly inappropriate for the agency tasked with objective analysis pursuant to the National Environmental Policy Act (NEPA) to advocate for benefits unrelated to its chosen purpose and need. It is unrelated to the purpose and need, unrelated to the selected screening criteria, and demonstrates that UDOT is not an objective arbiter in the NEPA process for which it has been granted authority to conduct on behalf of the broader public.

Several sites of importance to our water drinking and recreating communities will be immediately and negatively impacted by these alternatives and their associated infrastructure.

Recreation spending on backcountry skiing, hunting and fishing, climbing/bouldering, hiking, mountaineering and other nature based activities are not only, not a consideration, but will be displaced. Further, every alternative forwarded to date, will result in the condemnation of property, and not for public benefit, but for the benefit of two private resorts.

As mentioned earlier, in 2015, Save Our Canyons in partnership with the USFS, Salt Lake City and Utah State University conducted a survey of visitors to the Wasatch Mountains. In it we found that about 70% of visits are to dispersed sites (trailheads, crags, boulders, backcountry ski areas, picnicking, non-resort recreation), while only 30% are to the resorts. Local spending was estimated to generate \$385.87 Million locally. Gear based spending for individuals in the area is between \$600 and \$1,500 annually. Displacement of the activities by the alternatives could significantly affect this spending, damaging our local economy.

You can find a comprehensive list of the six relevant reports on the USU website: <https://extension.usu.edu/iort/research/cw-visitor-use-study>. We believe your project could glean critical information, not only pertaining to the economic importance, which is clearly of the state's highest consideration and primary interest, but to the values, uses and management strategies relevant to the project area.

Alternatives Commentary

UDOT has determined that it will carry three alternatives forward to detailed analysis in a DEIS. For efficiency these can be characterized as 1) enhanced bus w/o road widening, 2) enhanced bus with road widening, and 3) gondola. In this section we will provide comments and ask questions about the various elements of the alternatives.

Our overarching concern is that evaluation of simply running more buses without associated infrastructure (lane/shoulder widening, snowsheds, and/or berms) should be included as an alternative. This shouldn't be considered solely as an option within the canyons, but also included on the approaches to these canyons, intersecting with existing or planned canyon transit routes. We believe the best transportation improvement to implement now, especially given that UDOT is proceeding in the absence of a comprehensive regional transportation plan, is one that would improve on the present while having a comparatively modest price tag, causing little environmental impact, and being the least prejudicial to future choices. The alternative that clearly best possesses these qualities, and that distinguishes it from the other bus alternative, is enhanced bus service, without any widening of LCC highway or unnecessary avalanche sheds (more on this later).

Giving people the opportunity to get to canyon destinations (resorts, trailheads, etc), without vehicles in the first place, could yield the single greatest benefit to the roadway, the watershed and the canyon in general. With improved transit service being the clear opportunity to address regional transportation issues, it begs the question - why is a highway entity (UDOT) conducting transit analysis, which could be done by a transit entity like the Federal Transit Agency (FTA) in partnership with UTA & UDOT. As raised in earlier comments on scoping, purpose and needs, and screening criteria (all of which are incorporated by reference) we question UDOT's authority

granted by the US DOT, which is specifically tied to roadway improvements, and explicitly states UDOT does not have authority to do transit analysis.

Simply put, running more buses is a modest solution that clearly can be made to achieve a significant improvement. Even if it were eventually to be seen as not fully adequate, there is considerable value in achieving an improvement even for just a portion of the present 30-year planning horizon. Costs will have been saved (even if only through deferral), and future LCC planning efforts will benefit from consideration of then existing circumstances—and maybe even of a true regional transportation plan.

Mobility Hubs

The most critical element shared by all alternatives is the reliance on “mobility hubs.” The obvious problem that these create, especially if they are fully utilized, is that they interrupt progress up the canyon, they are highly concentrated, intermediate nodes that are cumbersome and time consuming for travelers to negotiate, and they create their own congestion problems. If improvements in LCC were part of a sensible, comprehensive transportation plan, canyon visitors would migrate from many small, easily reached and negotiated nodes throughout the Salt Lake Valley.

There are also human factors that suggest that these two concentrated nodes will not function as planned. As travelers in personal vehicles approach these nodes, assuming they are willing to consider transferring to a bus (or bus plus gondola), they will frequently be put to a decision about what is optimal for them. Their uncertainty will be because they don’t know if they will find parking, and, even if some technology is in place to tell them parking is not full, they still don’t have a good idea of how long the transition will require, given the remaining uncertainties about the time needed to find an open stall, its distance from the bus pick up area, and whether they’re going to just miss a bus and have to wait the full interval to the next one. While skipping transit and continuing up the canyon brings the potential for its own delays, travelers know that, delays being equal, driving will be faster. In the absence of reliable information indicating one mode will delay their progress more than the other, they will tend to see the risk as equal. This will naturally tip the balance toward driving, generally the faster mode of transportation. In other words, what will go through travelers’ minds is, “I don’t know that one will delay me more than the other, so I’m going to choose the mode that’s generally faster and requiring significantly less transfers.”

Of course, the bigger the difference in inherent travel times between the two choices, the greater the inducement to resolve uncertainty in favor of driving. We would therefore expect this to be a very large factor, if the alternative to driving is a gondola, given that is projected to take a whopping 63 minutes.

Further compounding the ineffectiveness of the mobility hub, which again are the cornerstone of the alternatives is location and shared use by visitors to other canyons. The larger, and arguably the most critical hub resides adjacent the mouth of Big Cottonwood Canyon. This hub, would naturally be used by those organizing carpools, visiting resorts, destinations in other canyons. One could estimate that easily 50% of the spaces would be utilized by vehicles (and thereby visitors) not utilizing one of the modes (gondola or bus) being analyzed in the EIS, unless UDOT

is somehow planning to restrict this publicly funded garage for use by resort patrons going to Snowbird and Alta only. This would further reduce the effectiveness of getting people on transit as these hubs are necessary for any of the alternatives to be successful, since request to look at improving the frequency and volumes of transit access to the mouths of these canyons (Big Cottonwood and Little Cottonwood) have been repeatedly deemed out of scope.

Simply put, in the absence of a system that delivers people to the mobility hubs without cars, the alternatives' effectiveness have a fatal flaw, which is constrained by parking, which as proposed (or even as proposed by other gondola proposals), will force more vehicular traffic on the roadways, thereby failing to address the purpose and need of the EIS. This is in part, why we have suggested repeatedly throughout the process, to make transportation effective in these canyons, we need to do more to remove cars destined for these canyons, well before they reach the canyons. It is also, why the scope and focus on Wasatch Blvd and SR210 is a disservice to the region, and thereby this project for it fails to address the inter-related nature of the canyons, their visitors, and how people utilize the region.

Trailhead Parking Expansion

The 2003 USFS Revised Forest Plan clearly states:

“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 [year] 2000 levels unless modification is needed 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. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons.”

UDOT has interpreted this to mean, apparently, that if they close down road side parking, that was happening prior to the year 2000, they can replace these stalls in formalized parking lots. Several issues exist with this logic and approach. As the paragraph from the Forest Plan states the reason and rationale for no more parking is because of watershed conditions. There is a direct impact on watershed from increasing impervious surfaces, thus the prohibition on parking is really about reducing the amount of impervious surfaces, alteration of hydrology, and introduction of pollutants to our water supply. Limiting parking is also a strategy to limit visitation in adherence to the infrastructure available at sites throughout the canyon. Bathrooms, for instance have a capacity. UDOT's failure and refusal to restrict parking on its roads has created unsanitary conditions, created threats to our water supply, created stressors on funding streams to other agencies, notably the USFS and Salt Lake City, who have had to allocate additional dollars to keep up with the overflowing visitation and unsafe condition UDOT has allowed to happen along its highways — in direct conflict with the Forest Plan. Attempting to accomplish your goals at the expense of other policies and strategies of protecting water quality is abominable and this EIS is not and should not be the forum for forcing a revision to the forest plan which arguably has higher importance and a focus on water quality. Transportation and parking should be a tool to meet other goals for this landscape, not a hostile initiative that comes at the expense of other strategies, which the state continually tries to undermine (through this and other efforts).

Further, the Forest Plan pertains only to the public lands managed and administered by the US Forest Service as disclosed in the plan. If roadside parking was such an issue for UDOT, it could have been addressed years ago at the discretion of UDOT by simply signing and enforcing closures to protect its infrastructure and increase safety - as noted in response to previous comments in the screening report. That said, if it couldn't take such measures, it would be because the roadway easements are not perfected, that is to say, still under the authority of the USFS. If this is the case, it would seem that this entire EIS is null and void as UDOT does not have the authority to conduct an EIS on USFS lands. This begs the question central to this entire process - who's authority does the land within UDOT's project area reside with? The USFS, UDOT, Salt Lake City, other? Is it a combination? The public deserves to understand and UDOT as the proponent, has an obligation to disclose this information to the public. It has come to our attention that commensurate with this EIS, UDOT is going through the process of perfecting some of its easements within the project area, which begs the question, if the easements are not perfected, why is the agency leading something for which it has no jurisdiction? We request clarification and transparency on these issues.

It is clear that strategies to deal with trailhead parking, capacity, access and amenities need to be revisited. This shortsighted EIS focused on the roadway, and only during the ski season, not the resource, is not an appropriate forum for this conversation. If the jurisdictions of relevance disagree, reasoning and rationale for doing an end-run on the Forest Plan need to be furnished to the public. This EIS is not a resource management planning effort, though it attempts to undertake actions that undo strategies that have been working, with the caveat that the weaknesses of the strategy lie solely with the discretion of UDOT (allowing roadside parking and overwhelming planned trailhead capacities).

Snowsheds & Berms

Included in both enhanced bus alternatives is construction of avalanche shelters, so apparently UDOT sees them as essential for any surface transportation solution. However, even a slightly careful parsing of the data UDOT presents related to avalanches cast doubt on this judgment. In particular, the data setting forth days with avalanche-related closures and hours of closure do not very well reflect the fact that the vast majority of those closure periods are for planned closures, very largely occurring at hours of the day when there is relatively little demand for the highway. What a more careful look at the data reveals is that shelters' actual efficacy, in terms of providing additional hours the highway is open to serve significant demand, is quite low. This means, given the cost of these structures, that, over the planning time horizon, the additional high-value hours the highway is open will each cost tens of thousands of dollars.

The data presented in the EIS suggests that the benefit of the avalanche sheds takes us from an average of 10 days of closure, to between 4 and 6 days of closure. This is a massive impact on the geologic magnificence, hydrology, water quality, wildlife, the glacial carving of these canyon, to name a few, for a minuscule benefit. While we understand the resorts are concerned about the economic impact of avalanches to their businesses, this condition was in existence and part of the reality of operating in these environments (not to mention the very nature of their businesses). The impact to the canyon far outweighs and benefit, and it might be a more fiscally responsible

Common Alternative Components - Click on each tab below.

Wasatch Boulevard

Mobility Hubs

Avalanche Mitigation

Trailhead and Roadside Parking

Travel Demand Management

Avalanche Mitigation Alternatives

Canyon Closures AHI Alternatives Screeni Level 1 Screening

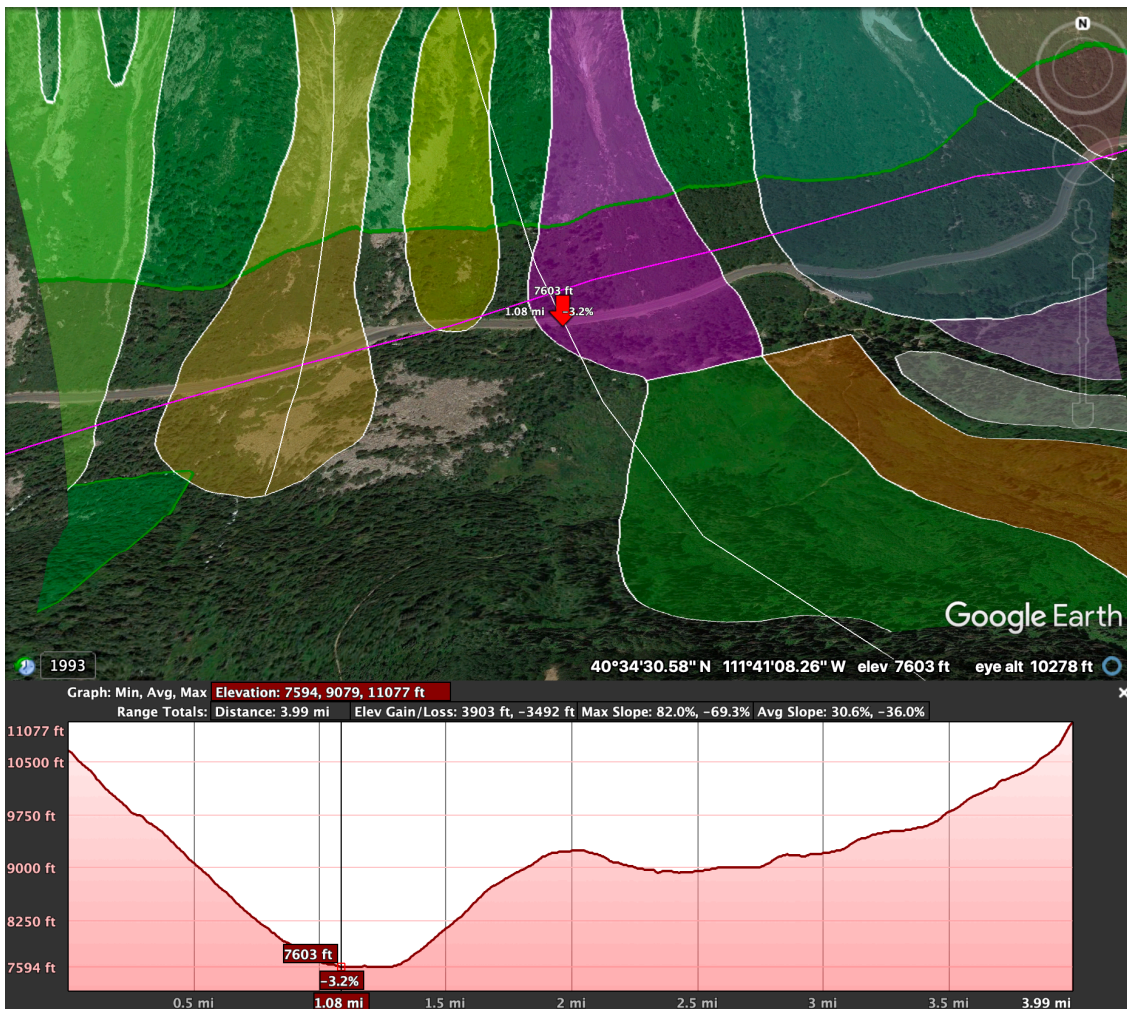
Level 1 Screening Results Table

Concept	Traffic (vehicles/day)	AHI	Average Days of Closures	Average Hours of Closures	Estimated Cost (2018 dollars)
Current avalanche mitigation strategies - 2018 traffic volumes	8,200	90	10.4	56.3	Not applicable
Current avalanche mitigation strategies - 2050 traffic volumes	11,300	96	10.5 to 21	56 to 108+	<\$50 million
Snow shed with 2050 traffic volumes	11,300	59	4 to 6	2 to 11	\$70-\$90 million
Gondola with 2050 traffic volumes	1,000+	37	10.5 to 21	56 to 108+	\$312-\$343 million

option to compensate them (or patrons) for inability to access these areas due to too much snow, rather than destroy a canyon to get a few more days of skiing.

Further, these snowsheds will need to be massive in order to propel the avalanches across the highway. The location of the roadway is near the foot/fan of these avalanche paths. A compounding factor is that the glacial “U” shaped nature of Little Cottonwood Canyon, means the areas in the canyon where you are looking to place the avalanche sheds, flatten out as they approach the stream. According to Mears and Wilbur, avalanche sheds require calculation of “design avalanche velocity, impact pressure and flowing height be calculated in advance.” A cross-section of the canyon (below), helps to demonstrate this, with the arrow located on the roadway. It seems based on our research and experience dealing with avalanches, this type of mitigation is most appropriate where the avalanche has a high velocity, but because of the terrain and the canyon steepness, the avalanches have began to lose velocity, as noted by the fan shape that occurs near the roadway.

Our concern here is that the structure will need to be massive in order to ensure the fate that hit the snowshed on Red Mountain Pass in Colorado, where an avalanche filled the snowshed and took weeks to excavate, could be a more frequent occurrence here if the shape of the canyon isn’t significantly altered. Because of the location of the shed in the depositional state of the avalanche, it will also require frequent maintenance to ensure it is effect in keeping snow moving, rather than creating a massive snow bridge. You can see most sheds exist much higher in the velocity zone of the avalanche, not the fan. Some information on the Red Mountain Pass avalanche shed failure can be viewed here: <https://durangoherald.com/articles/267167>



While the 56 hours of closure might sound significant, it is important to temper this with an understanding of when these hours coincide with visitation. Many closures take place overnight when the canyon sees little, if any, traffic. To better understand the cost benefit analysis, we should be better informed as to how the closures intersect with the 30th busiest hour — which is the focal point of this EIS.

SR 210 Additional Lane/Shoulder widening

Widening the roadway is merely a proposal to increase vehicular capacity. As we’ve mentioned, and will mention, all of the alternatives will most likely induce more cars. The demand for these places, far outpaces the capacity of the canyon, or the amenities to serve the visitors. At this point, UDOT should realize that additional lanes don’t solve traffic problems, they just add more cars into the problem, further degrading air quality.

If we were to have a project, that proposed legitimate transportation alternatives that reduced the number of vehicles by 50% and doubled vehicular occupancy, we’d not only make headway on solving canyon visitation issues, but would improve upon environmental conditions and meet UDOTs safety goals. Sadly, UDOT believes these types of alternatives are out of scope and have ruled out legitimate transit solutions. We can change behaviors surrounding canyon access, rather

than changing the nature of these canyons, if only UDOT would listen and engage with entities who want to help you meet your goals in a less intensive and invasive manner.

Gondola

The problems with the gondola, and the data supporting it, are many.

Its most obvious problem is fundamental, as a form of transportation — it takes too long to get where it's going. By itself, this creates a large imbalance in the most basic element of the motivational system driving canyon visitors' choices of transportation. Accordingly, it would require development of a variety of strong, perhaps even rather draconian, motivational offsets to drive people to use it instead of driving private vehicles. But the time required for travel is not the only off-putting aspect of the gondola; it also requires an additional transfer between two modes of transport. This requires some effort on the part of travelers, and also serves as kind of a psychological burden to them distinct from the additional time and effort this transfer adds to the journey.

Numerous transit studies, that one wouldn't expect a highway building company to trouble itself with understanding, identify the Achilles heel of transit systems are the number of transfers/mode shifts a system introduces. This proposal forces three: car to bus, bus to gondola, gondola to destination. Not only is this a huge disincentive to use, but it also by design, eliminates the likelihood that connecting modes of transit would be used to get to the mobility hub (or even the gondola base, were it an option) as the acceptable number of transfers is exhausted by the complicated system. With a system that by UDOT's own admission (not to mention the desires of the Utah Legislature and Governor) being built primarily for tourists and economic development, patrons will be forced to not only move themselves and their gear, but assist the young and the elderly in moving themselves and their gear making transfers even more arduous.

A basic goal of all the forms of transportation UDOT has assessed is reducing private vehicle use. The data supporting the reduction achieved by constructing a gondola is either in error or grossly misleading. Table 3-4 in the Alternative Screening Report claims that, with the gondola, vehicle use will be "1,000+" per day at year 2050, down from 8,200 at year 2018 and 11,300 at year 2050 with no gondola. The only way the numbers can support this reduction is by attributing projected maximum occupancy of the gondola, or something very close to it, for 24 hours per day! If this calculation fairly considered reality — that there are peak travel hours throughout the day (these peaks supported by UDOT's own data) — the result would obviously be that many times that number of vehicles would take the highway every day. When asked in our June 16, 2020 meeting with UDOT if the gondola capacity would ever increase beyond the approximate 1,000 people per hour (30 cabins) the agency responded they would not ever anticipate needing more capacity for the gondola. The peak travel hours are between approximately 8am and 11am (east bound), and in the afternoon between 2:30pm and 5:30pm. In each of these three hour windows, the gondola would transport approximately 3,000 people and the roadway would need to hold the remaining 15,000 - 19,000 people, according to UDOT's forecasted demand of 22,000. Massive roadway failures would still exist in the gondola scenario.

As the figure above in the snowshed section shows, road closures will increase in the gondola scenario from the 10.4 days we would expect to potentially 21 days. As pointed out in the prior

paragraph, the roadway will still play a critical role in transporting at least 15,000 people. In what world is this proposal an improvement to conditions? It boggles the mind that this was allowed through what appears to be a politically motivated screen, that is riddled with holes and defies any and all logic.

Visual impacts of the gondola would be incredibly destructive to the canyon. One of the most stunning and significant features of Little Cottonwood Canyon is that it is a unique, glacially carved canyon. The gondola would be a blight on the landscape and the unique geologic character of the canyon which is appreciated by local communities and various recreationists. The visual impact to the beneficiaries of the gondola (Snowbird and Alta) are far less than to the other users and communities who see no benefit, but are going to have to bear the burdens of the system from environmental, visual, noise, monetary, and physical displacement standpoints.

What more is that the towers, load/unloading and angle stations for the gondola clearly go outside the defined project area of the roadway and undisclosed roadway easements. This should not only trigger more USFS involvement, but possibly other entities who have legal obligations for values higher than roadway travel (ie. watershed, wildlife, resources management). Numerous comments to expand the scope beyond the roadway were rejected by UDOT, as such they should be held to the same standard to only propose alternatives that reside within the project area they defined.

Even more distressing than the apparent disingenuous data supporting gondola construction is that there clearly appears to be, in effect, an undisclosed element of the purpose and need for the LCC project that UDOT considered completely outside of the NEPA process. In a video conference hosted by UDOT that I attended, UDOT stated that a factor UDOT viewed as favorable to the gondola but not mentioned in the Screening Report is that, in addition to providing needed transportation, the gondola would also serve as a tourist attraction. The precise words conveyed clearly to me that the UDOT representative speaking meant that the gondola's caché for tourism was a factor separate from its role in addressing existing transportation problems, it was not brought up in any context that suggested that the gondola's novelty would be reasonably relevant to the goals spelled out for the project. While it was disappointing to learn that UDOT had introduced a previously unidentified factor in its decision making, it also makes sense that there would be some unstated factor in favor of the gondola, because its liabilities are so substantial that it is otherwise something of a mystery how it survived to advance to detailed consideration in the DEIS.

Many others participated in that same video meeting and heard this statement and understood it just as I did. It is also my understanding that this was hardly the only occasion on which UDOT has acknowledged that it viewed the gondola's attraction to tourists as an additional favorable attribute.

Be clear: there are no "extra" or informal factors that play any role in the identification of alternatives in a NEPA process; they all must be disclosed and subjected to scrutiny within the NEPA process. What occurred in UDOT's selection of alternatives for LCC represents a corruption of this process, and it cannot easily be explained away and it will not be easily cured.

Climate Analysis

Numerous studies for this region suggest the Wasatch will become hotter and dryer as human caused climate change wreaks havoc on our already arid region. Less precipitation will fall as snow, and more of it will fall as rain. We are already experiencing this as we see rain falling at the base of ski areas during the winter months. Despite this well documented trend, UDOT seems to conclude in its avalanche closure forecast that if we do nothing, avalanche closures will increase beyond today's average, rather than decreasing as the climate trends suggest.

Canyon closures and the policies surrounding them, are not driven by climate, rather operational decisions by UDOT. The climate memo included as part of this EIS makes no conclusive nexus between climate and storms, and therefore the assumption that canyon closures will increase is inconclusive, suggesting the assumption of increasing the average days of closure is a hollow attempt to justify alternatives, in the absence of sound science. Given the research on drying, desertification of our region, and the fact that larger storms are known to be a function of lake effect (from lakes that are shrinking), one would conclude, avalanche closures would perhaps trend toward a 50% reduction with no mitigation, rather than the stated 200% increase in closures.

Given the important ecosystem services that these canyons provide, and the compounding pressures of climate change on water resources. A more thorough understanding of the impacts climate will have on this region must be contemplated as these dynamic conditions may result in significant changes not only to the environments, but to the roadway and UDOT's activities within the planning horizon. Note the recent landslide events taking place in the summer due to the over saturation of soils from major precipitation events as well, caused in part due to the instabilities caused by cut/fill slopes, which your project seek to expand. Climate change poses numerous and nuanced vulnerabilities and threats to these watersheds.

Reasonably Foreseeable Cumulative Impacts Analysis

There are a number of factors associated with this EIS that must be analyzed. A rudimentary NEPA example is that of a FS improving a road for a timber sale. Simply analyzing the roadway, without also understanding the impacts of the timber sale would be a failure to consider cumulative impacts associated with the roadway improvements. For this project, UDOT is proposing to improve the roadway for the purposes of inducing visitation to arguably one of the state's most precious watersheds. Both federal land managers and local watershed managers tasked with stewarding this resources acknowledge that increased visitation and the associated amenities needed to mitigate impacts to the watershed are the #1 threats to this area. As such, it would be an error to not assess the impact on additional visitation on our watersheds that would result from the alternatives. In order to do this, UDOT must first understand the thresholds for this canyon, and potentially for other canyons. This should be done in concert with the resource managers who are inevitably going to have to manage the herds UDOT and the ski industry induce to these watersheds.

Additionally, as it pertains to the gondola proposal, UDOT must look at the impacts of a full interconnect as it is embarking on building a phase in realizing "Utah's Interconnected Ski Industry" as laid out in SCR 10 - Concurrent Resolution Supporting Utah's Interconnected Ski and Snowboard Industry. This has an effective date of 3/16/2012. It is within this resolution that

the state “urges meaningful and balanced public involvement, in any associated planning and decision making processes regarding resort interconnections’ and supports a comprehensive set of solutions to transportation problems in the Wasatch Mountains, including short and long term alternatives.” The President of the Senate, and same person who co-sponsored the bill authorizing funding for this process (SB277), Sen. Wayne Niederhauser, was the sponsor of this bill. The State of Utah, being the primary instigator of the Little Cottonwood EIS, who also demonstrated its motives to be an interconnected ski industry with SCR10, means that the driver and reasonably foreseeable outcome from this EIS is to construct phase one of this vision and therefore the impacts of the entire interconnect should be evaluated as part of this EIS. This motivation has been hidden from public view and needs to be brought into the process so that they can better understand the impacts to their watershed, public lands, and recreational pursuits, all of which are at the core of the quality of life we enjoy.

New information on the project site

Throughout the comment period, new and refined information has been showing up on the project site. It has made it very difficult to respond to the volumes of information, let alone having new information popping up during a comment period. Further, some people have commented and may not have seen this information resulting in some of those comments being inadvertently incomplete. For example, new interactive GIS maps, information about gondola towers, stations, etc were released after the comment period started. People wouldn’t know this information was there as it wasn’t in the first week of the 4-week comment period.

Additionally, numerous reports of people not being able to submit comments, or having their comments rejected, were reported to our organization. This should warrant an extension and republication of the comment period. Public comment is at the heart of an EIS and new information and inadequate communication forms appear to be two ways that UDOT has hindered public involvement.

Conclusion

A fair analysis of a running more buses in these canyons without the addition of lanes, berms and avalanche sheds with an emphasis on increased carpooling strategies and regional transit connectivity is requested. Such a system would not only meet UDOT’s goals, but would be more harmonious with the goals of other agencies and governments in the region. We recognize that analyzing transit solutions is a limitation for a highway agency and it should do more to bring transit expertise into the project. It appears to be an agency choice (or political mandate), grounded in analysis that is riddled with holes, that has lead to a more hostile approach that will be damaging to the multiple values and interests in these canyons. Good projects are grounded in good partnerships, and good partnerships beget good decisions. Those partnerships be it with us or other governments, as you are seeing in comments, are token, at best.

More, we are dismayed that the many regulatory and enforcement options available to UDOT to better manage the roadway, that could have a direct benefit to the purpose and need, have not even been attempted to be pursued. Rather, building additional infrastructure, altering hydrology and impacting the environment is the start and end point of the agency. It should be noted that

pursuit of the regulatory options would have de minimus impact on the environmental conditions, and should be prioritized, thoroughly vetted, and explored.

We have attempted to be thorough and exhaustive, but as you are learning, this landscape is important and complicated. We wish UDOT would do more to demonstrate care and be a partner in solving the root of the problems, rather than aiding the two commercial enterprises in the canyons at the expense of the numerous other values in the Wasatch. We will continue to engage, but if you have questions about some of the information we've provided, we are always available to help clarify and explain. Just because other mountainous regions have employed certain strategies, does not mean they are appropriate in these canyons. The Wasatch is simply not as vast as other areas, be it the Alps or the Rocky Mountains or the Sierra. Quite the contrary, they are incredibly compact, and provide critical resources to a huge population. Sage stewardship and management to realize a shared vision should drive this process, not economic development and enrichment of private companies at the expense of the public trust, which includes but is not limited to the lands, waters, and tax dollars, being leveraged by this process.

Sincerely,



Carl Fisher
Executive Director
Save Our Canyons
801-910-7487
carl@saveourcanyons.org

cc:

Salt Lake County Mayor Jenny Wilson
Salt Lake City Mayor Erin Mendenhall
Dave Whittekiend, Uinta-Wasatch-Cache National Forest
Lance Kovel, Salt Lake Ranger District
Laura Briefer, Director, Salt Lake City Dept. of Public Utilities
Ralph Becker, Director, Central Wasatch Commission
Carlton Christensen, UTA
Ned Hacker, WFRC

1 **CONCURRENT RESOLUTION SUPPORTING UTAH'S**
2 **INTERCONNECTED SKI AND SNOWBOARD INDUSTRY**

3 2012 GENERAL SESSION

4 STATE OF UTAH

5 **Chief Sponsor: Wayne L. Niederhauser**

6 House Sponsor: Ryan D. Wilcox

8 **LONG TITLE**

9 **General Description:**

10 This concurrent resolution of the Legislature and the Governor expresses support for
11 interconnection of the seven Salt Lake County and Summit County ski resorts.

12 **Highlighted Provisions:**

13 This resolution:

14 ▶ expresses support for low-impact interconnection of the seven resorts in Salt Lake
15 County and Summit County to enhance the ski and snowboard resort industry's
16 contribution to Utah's economy, jobs, and tax base;

17 ▶ urges interconnection of the Salt Lake County and Summit County ski resorts using
18 best environmental practices;

19 ▶ supports thorough consideration of multiple uses in the Wasatch Mountains in the
20 evaluation of resort interconnections;

21 ▶ urges meaningful and balanced public involvement in any associated planning and
22 decision-making processes regarding resort interconnections; and

23 ▶ supports a comprehensive set of solutions to transportation problems in the Wasatch
24 Mountains, including short term and long term alternatives, potential year-round
25 utilization and support of Utah's vibrant human-powered outdoor recreation.

26 **Special Clauses:**

27 None

28
29 *Be it resolved by the Legislature of the state of Utah, the Governor concurring therein:*

30 WHEREAS, tourism is one of Utah's major "export industries" that sells services or
31 products to destination visitors and brings money into the state to support our local economy
32 and provide jobs for current and future Utahns;

33 WHEREAS, over 20 million people visited the state of Utah in 2010, spending over
34 \$6.5 billion, or 5.5% of Utah's gross domestic product, contributing over \$840 million in state
35 and local taxes, and sustaining as much as 10% of the jobs in the state;

36 WHEREAS, the ski and snowboard industry is a major contributor to Utah's tourism
37 industry, contributing over \$1.2 billion to the state's economy as a result of over 4 million skier
38 days, and growth in the ski and snowboard industry will bring additional spending, revenue,
39 and jobs to the state;

40 WHEREAS, tourists who ski or snowboard in Utah spend money on lift tickets,
41 equipment rentals, hotels, restaurants, car rentals, and other matters, and this money circulates
42 through the economy, supporting over 20,000 local jobs;

43 WHEREAS, the seven ski resorts in Summit County and Salt Lake County are all
44 located in close proximity to one another, offering the opportunity to connect these resorts, an
45 opportunity that leading competing winter tourism states do not have;

46 WHEREAS, connecting the ski resorts in Summit County and Salt Lake County will
47 create a skiing experience unavailable anywhere else in North America and reposition Utah's
48 ski and snowboard experience to be even more competitive and attractive relative to other
49 states, leading to increased tourist visitation and spending, which will in turn lead to an
50 increase in revenue and jobs;

51 WHEREAS, it is recognized that Big and Little Cottonwood Canyons are critical
52 watersheds from which more than 500,000 Utah residents, businesses, and visitors throughout
53 Salt Lake County receive their drinking water, and that best management practices would be
54 required in any potential resort connections;

55 WHEREAS, the balance of multiple uses in the Wasatch Mountains, including
56 developed recreation, such as skiing and picnicking, and dispersed recreation, such as hiking,
57 mountain biking, and back country skiing, are highly valued by residents, visitors, and

58 businesses in Utah and contribute significantly to the state's economy and quality of life;

59 WHEREAS, the roads to ski areas in Summit County and Salt Lake County are
60 congested during certain times of the year, and studies should be conducted by numerous
61 federal, state, local, and private sector entities to comprehensively evaluate alternatives to solve
62 transportation problems;

63 WHEREAS, connecting the ski resorts in Summit County and Salt Lake County will
64 improve access to the ski resorts and allow the unique opportunity of skiing at multiple resorts
65 in a single day;

66 WHEREAS, connecting the ski resorts in Summit County and Salt Lake County is an
67 issue of state concern because the connection will cross county boundaries, have a
68 tremendously positive impact on the state economy, and may contribute positively to state
69 roadways and airsheds;

70 WHEREAS, connecting ski resorts will allow the winter sports industry to grow while
71 making the most efficient and sustainable use of ski terrain, roads, facilities, and parking lots;

72 WHEREAS, connecting the ski resorts in Summit County and Salt Lake County may
73 require review and approval of permits by Summit County, Salt Lake County, Salt Lake City,
74 Park City, the town of Alta, and the United States Forest Service;

75 WHEREAS, the public will be engaged in meaningful and balanced ways in any
76 potential decision-making processes regarding resort interconnections, and these processes will
77 be open and transparent;

78 WHEREAS, many skiers drive from Summit County to ski in the Cottonwood
79 Canyons, or from one Cottonwood Canyon resort to ski in Summit County or at another
80 Cottonwood Canyon resort, contributing to congestion on canyon roads;

81 WHEREAS, connecting the ski resorts in Summit County and Salt Lake County will
82 decrease traffic on congested canyon roads and lead to cleaner air and water by reducing
83 automobile-related pollution, and provide emergency evacuation options for Big and Little
84 Cottonwood canyons;

85 WHEREAS, the 1988 Governor's Task Force on Interconnect concluded that

86 interconnecting the Wasatch ski resorts "would provide a substantial boost to Utah's ski
87 industry and have a positive influence on the state's economy"; and

88 WHEREAS, the Wasatch Mountains Inter-Resort Transportation Study, completed by
89 Mountainland Association of Governments in 1990, found that connecting the Wasatch resorts
90 "hold[s] the promise of substantial public benefits in the form of reductions in automobile
91 traffic on congested canyon roadways, watershed and environmental pollution abatement,
92 increased slow-season occupancy of existing facilities, and the potential for future economic
93 expansion":

94 NOW, THEREFORE, BE IT RESOLVED that the Legislature of the state of Utah, the
95 Governor concurring therein, support connecting the seven ski resorts in Summit County and
96 Salt Lake County with an inter-resort transportation system based on sound research and
97 balanced public input, and careful evaluation of its impact on transportation, the economy, job
98 creation, the environment, multiple uses, and visitor experience.

99 BE IT FURTHER RESOLVED that the Legislature and Governor encourage Summit
100 County, Salt Lake County, Salt Lake City, Park City, the town of Alta, and the United States
101 Forest Service to fairly consider the benefits of connecting the various resorts and
102 expeditiously approve a low-impact inter-resort transportation system based on appropriate
103 analysis and balanced public input.

104 BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Summit
105 County Council, the Summit County Manager, the mayor of Park City, the Park City Council,
106 the Salt Lake County Council, the town of Alta, the Mayor of Salt Lake County, the Salt Lake
107 City Council, the Mayor of Salt Lake City, the Chief of the National Forest Service, the
108 Uinta-Wasatch-Cache National Forest Supervisor, the Speaker of the United States House of
109 Representatives, the Majority Leader of the United States Senate, and all members of the Utah
110 Congressional Delegation.



July 10, 2020
Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

Jennifer Wilson
Mayor

Erin Litvack
Deputy Mayor, County
Services

Darrin Casper
Deputy Mayor, Finance
& Administration

Catherine Kanter
Deputy Mayor, Regional
Operations

Kerri Nakamura
Chief of Staff

Re: Salt Lake County Mayor's Administration Comments
Draft Alternatives Development and Screening Report
Little Cottonwood Canyon Environmental Impact Statement
S.R.210 – Wasatch Boulevard to Alta
June 8, 2020

Dear UDOT Project Team:

The following letter provides comments from the Salt Lake County Mayor's Office to the Utah Department of Transportation (UDOT) Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental Impact Statement (EIS) for the Little Cottonwood Canyon (S.R. 210) - Wasatch Boulevard to Alta dated June 8, 2020 (Report). On behalf of Salt Lake County (a Participating Agency), we remain grateful for the work that UDOT and its partners have performed to date on the EIS process and we look forward to continuing to participate in this critically important endeavor.

At present, my team and I are electing to refrain from promoting one proposed transportation alternative over another. Rather, we intend to wait for the additional alternative evaluation and refined engineering that will be set forth in the draft EIS (expected to be released in Spring 2021). We understand that the National Environmental Policy Act (NEPA) process provides for a detailed analysis of the environmental, social, and economic impacts of the proposed transportation alternatives, and we look forward to the opportunity to consider that more refined analysis.

By way of background, please note that, on June 9th, 2020, the Salt Lake County Council adopted a new Wasatch Canyons General Plan (WCGP). The WCGP was the culmination of a 3-year effort to update the prior general plan pursuant to an extensive public engagement process. The WCGP includes vision statements, goals, strategies, and policies for Little Cottonwood Canyon (LCC) and other nearby canyons. The elements in the WCGP include housing, land-use, transportation, environment, recreation, and the economy. Relevant information from the WCGP will be mentioned throughout this response (and a link to the document can be found below).

Please note that the issues outlined below are not prioritized in any particular order and represent the comments of my office and not necessarily the Salt Lake County Council.

Issue #1: Social Equity / Access

We recommend that an evaluation of social equity - as it relates to transportation issues - be conducted to ensure that LCC remains accessible to a broad swath of our community regardless of economic status or zip code. The assets of LCC that are publicly owned and managed by the USDA Forest Service should be accessible to all users of S.R. 210. Transportation expenses typically amount to the second largest cost of a household. As a result, methods to mitigate inequity should be considered when selecting a transportation alternative and considering tactics such as tolling. A few methods to consider include transit subsidies and seasonal or variable tolling (including variable rates and/or locating "toll booth" locations further up the canyon).



Issue #2: Transportation Environmental Impacts

The WCGP addresses various issues related to environmental management in the canyons. These issues include water and air quality, wildlife preservation, native plant protection, and preserving open space. We request that the draft EIS include a detailed analysis regarding how the proposed alternatives might affect these types of environmental issues. Air quality is of particular concern to the residents of Salt Lake County. We respectfully request that UDOT consider non-emitting sources of transportation.

Jennifer Wilson
Mayor

Erin Litvack
Deputy Mayor, County
Services

Darrin Casper
Deputy Mayor, Finance
& Administration

Catherine Kanter
Deputy Mayor, Regional
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Kerri Nakamura
Chief of Staff

For example, should a bus option ultimately be selected, we encourage a consideration of electrification of the bus system, coupled with the necessary infrastructure. Savings on fuel and maintenance will help mitigate much of the cost associated with the integration of EBuses. On average, the fuel efficiency of electric fleets is estimated to be 16.5 miles per gallon equivalent compared with 3.8 miles per gallon for a diesel fleet, and the fuel per mile cost of electric buses is estimated to be \$0.28 compared with \$0.59 for diesel. Similarly, maintenance costs for electric buses are estimated to be \$0.55 per mile compared with \$1.53 for a diesel fleet. The purchase cost of natural gas-powered buses starts at around \$450,000, while an electric version starts at around \$700,000. However, “lifetime” estimates suggest that an electric bus can save roughly \$400,000 in fuel expenses and roughly \$125,000 in averted maintenance costs, more than making up for the higher upfront cost. In addition, these costs are estimated in today’s prices. It is anticipated that costs for EBuses will fall even further in the future (when the buses would actually be purchased), thus leading to additional potential savings.

Concerns over EBuses ability to operate in challenging winter-time conditions can be mitigated. Utah’s own Park City has been successfully operating EBuses in these conditions for the last several years. In addition, EBus companies have tested the viability of a LCC route, with no apparent major issues presented.

Additionally, EBus infrastructure can be used to support electric vehicle use, especially if partnering agencies utilize smart grid management practices. Doing so will not only lead to electrical cost savings, it will also prevent the release of hundreds of pounds of particulate matter locally and thousands of pounds of CO₂ from entering our airshed every year.

For all three proposed alternatives, we recommend consideration be given to utilizing power from renewable energy sources. Both the bus and gondola alternatives will require large amounts of electricity to operate. Renewable energy is on average the cheapest source of energy available. Current rates for solar are between \$32-42 per kW for solar and \$28-\$54 for wind. That is compared to \$66-\$152 for coal and \$44-\$68 for natural gas.

Stormwater runoff is another area of concern. Any significant road widening project poses a potential increased danger of contamination to waterways in LCC. We recommend that UDOT take this risk into consideration and work with appropriate parties to prevent waterway pollution created from any new roadway infrastructure. For a more detailed assessment on this subject, please see Salt Lake City’s comprehensive comments on the Report regarding the LCC watershed.

As part of the next phase of this process, we recommend consideration be given to construction related issues, particularly with regard to the emissions profile of vehicles and equipment. Older and lower tier engines should be reduced and ultimately eliminated, and steps should be taken incentivize potential contractors and subcontractors to ensure that their equipment meets the EPA standards for Tier 4 engines.



Jennifer Wilson
Mayor

Erin Litvack
Deputy Mayor, County
Services

Darrin Casper
Deputy Mayor, Finance
& Administration

Catherine Kanter
Deputy Mayor, Regional
Operations

Kerri Nakamura
Chief of Staff

Regardless of which alternative is ultimately recommended, we request that priority be given to mitigating landscape degradation, addressing visual impacts (e.g., on account of project footprint) and keeping environmental and land impacts to a minimum.

Issue #3: Year-Round Availability

We also request consideration be given to the year-round use of the contemplated transportation options. LCC offers recreational opportunities in all seasons and we request that such year-round accommodation be considered in the refined analysis. We are particularly concerned about the viability of a bus system on a partial year basis. A system based on buses running for only one out of four seasons may pose logistical challenges for a transportation agency on account of the need to provide buses, drivers, and equipment for only a portion of the year.

Although we prefer consideration of a year-round option, as a possible alternative option, we request consideration of operations during “high demand” periods such as Oktoberfest and the Wasatch Wildflower Festival.

Year-round service options would have the added benefit of potentially reducing the impact of cars in LCC. In addition, we support the expansion, improvement, and enhanced maintenance of the trails system in LCC, all of which could increase the advantages of year-round options. As noted below, the WCGP supports year-round transit.

Issue #4: Visitor Management

We support the proposed research efforts between the University of Utah’s Outdoor Recreation, Education, and Tourism Laboratory and the Central Wasatch Commission to complete a comprehensive evaluation of the recreational uses of LCC. The results of this study will help to inform visitor management and the potential impacts that increased visitation might have on trails, viewing sites, geological features, and the natural landscape. We request further analysis on the concept of visitor capacity and how it might positively influence the visitor experience in LCC, as well as decrease human impacts to the natural environment and potential conflicts with wildlife.

As noted below, the WCGP supports the concept of a visitor management study, and we recommend that UDOT consider recommendations and limitations that might be set forth in any such study.

Issue #5: Mobility Hub

All three alternatives focus on the successful implementation of the mobility hub concept. We request further study on the mobility hubs. We are particularly concerned with the potential impacts on the communities in which the hubs will be located.

Issue #6: Compatibility with Wasatch Canyons General Plan (adopted by Salt Lake County in June 2020)

We believe that the WCGP should play an important part in the ongoing analysis of the proposed alternatives and should be evaluated for compliance and intent throughout the process. See the following links to the WCGP [summary](#) and [adopted plan](#) for your reference. In particular, we direct your attention to specific relevant provisions in the WCGP:



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- **Environmental Vision:** “Serve as stewards to support healthy forests, connected ecosystems, habitats, and waterways for current and future generations. Promote programs that improve watersheds, air quality, vegetation, wildlife ecosystems, and scenic quality.” (pg. 31). Related “Guiding Principles” include:
 - “Water: Protect, maintain, and improve watershed health, water supply, and water quality.
 - Air: Protect and improve air quality for protection of public health, environmental health, and scenic visibility.” (pg. 31).
- **Transportation Vision:** “Support and prioritize projects for transit, bicycles, pedestrians, and improve mobility, air quality, safety, while connecting to the regional transportation system.” Related “Guiding Principles” include:
 - “Choice: Create convenient, safe, timely, sustainable, and efficient options for transportation by a variety of modes that satisfy multiple needs. Character: Promote context appropriate transportation modes and projects that are appropriate for each canyon’s unique context.”
 - “Accessibility: Provide well-maintained and accessible transportation infrastructure including roads, parking facilities, pathways, and walkways. Transit Stops: Create canyon transit routes to key destinations with ADA compliant transit stops that include restroom facilities, and bus pullouts for user comfort and aesthetics.” (pg. 33).
- **Economic Vision:** “Sustain the Wasatch Canyons as a world-class recreation destination that provides significant economic benefit to the region. Enable businesses to continue providing goods and services without compromising the environment.” Related “Guiding Principles” include:
 - “Tourism: Recognize that tourism is a fundamental component of the Utah economy and is dependent on healthy and abundant natural and scenic resources.
 - Stewardship: Encourage businesses to be environmental stewards through practices and educational outreach to customers and visitors.” (pg. 31).
- **Visitor Management Study:**
 - “County to consider the usage of visitor studies through collaboration and support of partner agencies, which may include Forest Service, SLCPU, UDOT, UTA, CWC, Town of Brighton, and Town of Alta. Visitor study assessments shall involve the public and support by partner agencies with jurisdictional authority.” (pg. 133).
- **Year-Round Transportation:**
 - The WCGP supports an “enhanced year-round transit service to and within the Wasatch Canyon.” (pg. 129).
- **Development of the canyon related guiding principles:**
 - “System: Protect and steward open lands and natural resources (air, water, wildlife, fisheries, climate, trail systems, wetlands, dark skies, soundscape, soils, open space, and native vegetation).
 - Open Space: Promote the acquisition of natural and undeveloped lands for conservation.
 - Water: Protect, maintain, and improve watershed health, water supply, and water quality.
 - Air: Protect and improve air quality for protection of public health, environmental health, and scenic visibility.
 - Native Species: Maintain healthy populations of native species and support early detection and rapid response to eliminate invasive species and noxious weeds.
 - Wildlife: Preserve sensitive habitats and migration areas for wildlife.” (pg. 31).



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- **All Canyon Policies:** “SLCo supports mixed-use mobility centers, which should be located outside the canyons, but within short distances. Mobility centers uses should include transit, parking, daily services and be near or mixed in with residential dwellings and businesses.
 - The County supports rideshare parking, bus stops and electrical vehicle charging at key nodes.
 - The County supports increased transit frequency at key locations throughout the Canyons.
 - The County supports year-round transit service within the Cottonwood Canyons and to Park City.
 - The County supports carpooling programs.
 - The County supports roadway design that increases mobility.
 - The County supports integration of active transportation planning in the canyons.
 - The County supports the appropriate use of Best Management Practices (BMPs) when addressing stormwater impacts to the watershed and water quality.” (pg. 123).
- **All Canyon Strategies:**
 - “The County will assist in developing parking structures for the purpose of Canyon transit and carpooling.
 - The County will ensure that new and enhanced transit facilities and operations are designed to avoid degradation of watershed health and water quality.” (pg. 129).
- **Little Cottonwood Canyon Policies:**
 - “The County supports an eastbound or uphill bicycle lane and a westbound or downhill shared use lane. Active transportation planning should include proper pavement markings and signage to meet needs of both people biking and driving. The westbound lane of travel should be wide enough to accommodate bicyclists passing each other where appropriate.” (pg. 129).

Again, we appreciate the efforts that UDOT and its partners devoted to the compilation of the Report. We look forward to continuing the conversation on these important issues, particularly upon receipt of additional information and specific data on impacts.

Sincerely,

Jenny Wilson, Mayor
Salt Lake County



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Friends of Alta

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UDOT EIS Team,

Friends of Alta is Alta's only 501(c)(3) land trust and environmental nonprofit. Since 1982, we have devoted ourselves to the mission of protecting the **environment and watershed** of Alta and the Albion Basin in Little Cottonwood Canyon (LCC). Below are our thoughts, concerns, and suggestions pertaining to the Little Cottonwood Canyon EIS' *Draft Alternatives Development and Screening Report (EIS)*.

OVERVIEW

Friends of Alta (FOA) has advocated for improved bus travel since the days of Mountain Accord (2013). Our belief is that the infrastructure already exists to improve bus travel, the technology exists within the city to accommodate regional transit systems, and the cost to implement is ultimately less than the gondola. Hence, FOA fully supports the Enhanced Bus Option with the Peak Period Shoulder Lane (PPSL), along with associated projects. While we have environmental concerns regarding: the widening of the road; the introduction of snowsheds; and widening of trailhead parking lots which will need to be addressed in the next step of this process, we feel that this alternative has the potential to do the best job of using the existing infrastructure, being affordable, improving reliability, mobility, and safety without significantly burdening the environment, watershed, and viewshed that we all depend upon.

Below, FOA will specify our thoughts and concerns regarding the respective proposed alternatives. However, with all of these alternatives, we believe that the EIS is still flawed without a capacity study to determine how many people can safely be in LCC without creating irreparable damage to the environment and watershed. This capacity study must be conducted as part of the *indirect and cumulative impacts* in the EIS.

SCREENING CRITERIA

While we understand the rationale of the current Level 1 criteria of: mobility, reliability, and safety, we have significant worries about the tone and intention set behind projects in regard to the environment.

Unlike most road projects where the goal is to move as many people efficiently and safely as possible from point A to point B with the added benefit of economic development, these alternatives are intended to move then return people from the city to a vital and sensitive watershed.

The mission of Friends of Alta is to protect the environment of Alta, including watershed and wildlife habitat areas; to preserve Alta's unique character and heritage; and to encourage stewardship and sustainability of Alta's environment and community.

Their sole purpose in visiting this watershed and forest is to recreate and enjoy the natural beauty and landscape of this magnificent canyon. Similar to our partners, notably Salt Lake City Public Utilities, we feel that the impacts to the watershed and environs of LCC should have been a Level 1 Screening Criteria due to the importance of minimizing the impacts of transit and large crowds.

While the screening criteria has been settled, it is still important that UDOT address concerns surrounding the watershed. Specifically, we would like to know what differences there would be to the alternatives, if any, if watershed and environmental impacts had been used as a Level 1 screening criteria.

WIDENING OF WASATCH BLVD

Because the alternatives to widen Wasatch Blvd from Fort Union to the mouth of Little Cottonwood Canyon are in all three (3) transit alternatives, it is more efficient to discuss this separately.

The widening of the road is a substantial concern of our supporters and citizens from Cottonwood Heights because it substantially influences the ability for more visitors to access an already taxed ecosystem in the canyons, and creates a more hazardous environment for both drivers and pedestrians in neighborhoods along Wasatch Blvd. Of the two options, the Imbalanced Lane Alternative is preferred over the Five-Lane Alternative. North bound traffic is far less of an issue during any time of day, and any traffic benefits far outweighed by the community concern of wider, not pedestrian friendly, thoroughfares that serve only to increase traffic in this quiet community. Furthermore, the Five-Lane Alternative would require more construction and impermeable surface than the Imbalanced Lane Alternative. Therefore, Friends of Alta supports the Imbalanced Lane Alternative on Wasatch Blvd.

That said, we fear that without additional enforcement – prohibiting cars from lining up when S.R. 210 is closed and accommodating priority bus lanes – we will see only minimal improvement (regardless of any road improvements on Wasatch Blvd).

ENHANCED BUS TRAVEL WITH NO ROAD WIDENING

The Enhanced Bus Travel with no road widening in LCC largely looks to solve our traffic woes through 12 buses each from two (2) different mobility hubs – one at 9400 South and the other at the Gravel Pit next to Big Cottonwood Canyon. Buses would be required to travel along the widened Wasatch Blvd and ultimately into the same line of cars travelling up S.R. 210. This, is the fatal flaw of this alternative.

No one will disagree that we need more buses, but there is a greater need to get more passengers on buses. In all three alternatives, UDOT proposes that the majority of visitors to the canyon will still use personal vehicles, thus there will be a lack of “mandatory” of mass transit. Therefore, UDOT will rely upon incentives to get people out of their cars and onto mass transit.

Incentives are crucial to any of the projects to succeed. Hence, while more passengers can travel via bus, the fact they will be stuck in traffic just as they would in their car is the single biggest deterrent to mass transit that exists currently and in this transit alternative. Because of this flaw, we believe this proposed alternative would fail.

ENHANCED BUS TRAVEL WITH ROAD WIDENING

As stated in the “Overview” section, FOA supports the Enhanced Bus with PPSL Alternative. In our view, this alternative accomplishes the goal set out by UDOT while causing the least potential harm to the watershed and maintains the infrastructure to service the whole canyon, not just the ski resorts. We would like to know what the AHI level and number of road closure days would be without snowsheds. Snowsheds account for the cost difference between the Gondola and this alternative, in addition to snowsheds only saving us five (5) road closures days per season. It is necessary to provide details on a scenario entailing Enhanced Bus with PPSL but without snowsheds.

Additionally, FOA has environmental concerns regarding both the snowsheds and the widening of the shoulder and would like UDOT to include preliminary environmental impacts that accompany the amount of earth moving that would be necessary for each snowshed. While both are common practice elsewhere, LCC is anything but common and extra consideration should be given to how the snow shed and added shoulder lane would impact water runoff. Our goal is to protect the watershed and improve water collections in LCC. The watershed provides approx. 15% of Salt Lake City’s culinary drinking water and 30% of Sandy’s culinary drinking water. We suggest that UDOT capture the opportunity to provide much needed public works system improvements along highway 210, like storm drain systems and other water management collection improvements. While an Enhanced Bus system and roadway improvements are provided by UDOT along highway 210, we strongly recommend the thoughtful consideration and input from expert civil engineers to plan an adequate storm drain system. Providing a storm drain system should increase the safety and wellbeing of travelers along Highway 210, improved water collections for Salt Lake County residents and merits a much higher priority on UDOT’s planning of the enhanced roadway.

Other projects that are “tied” to this alternative involve trailhead parking; parking restrictions; and the construction of mobility hubs. The parking issues in the canyons are a continuing source of disagreement and revolve largely around the ski areas themselves in the winter. While roadside parking below snowbird can be considered a problem (and PPSLs there would not be a shoulder for cars to park on) the larger issue is roadside parking at Alta and Snowbird. The biggest issues to parking restrictions are: singling out the backcountry community who have nowhere else to park, and enforcement. Without more answers and solutions to these issues, it is hard to see how a roadside parking ban below Snowbird would be successful.

In regard to the mobility hubs, the Enhanced Bus Alternatives propose the construction of two mobility hubs. We feel this is a great option as it provides convenient (and thus attractive) parking options for mass transit for both those downtown and those in Draper/Sandy/Provo and should be considered for all alternatives.

GONDOLA

The gondola option offers the most novelty and potential to attract tourists. This is how the gondola option has been described by the UDOT team in every public meeting. However, “potential tourist attraction” cannot be considered as a benefit that separates it from the other projects based on the NEPA *Purpose and Need* parameters set earlier in this process. To consider “tourist attraction” or “theme park ride” as a benefit and factor worth consideration would be highly inappropriate by NEPA standards to say the least and must not be used when weighing whether the gondola alternative is superior to the bus alternatives. Based on statements made by the EIS Team in public meetings, it sounds like the gondola’s potential to be a “tourist attraction” is a factor that is being weighed in this analysis, and in fact is already biasing the public comments because these statements were made in public meetings soliciting public comments. This violates NEPA. If UDOT wishes to include this factor, it will need to return to the Purpose and Need phase.

The gondola alternative ultimately fails because the proposed alignment requires potential passengers to change modes of transportation three times [personal car to bus to gondola] and drivers would still be stuck in traffic getting to the gondola. UDOT, itself, has identified this number of mode changes to be a deterrent to mass transit use, which in this situation where UDOT is relying very heavily on incentivized ridership (*see above statement on incentives*), an added deterrent would negate any potential positive impact the gondola would have on the road. The McCandless Gondola Alignment which proposes the mobility hub and base station be located next to LaCaille Restaurant would solve this issue of too many transit modes, but it still encounters problems described below, notably the limited users who can ride the gondola, its exclusion of any viable use except to access ski areas, and increased risk to proposed 2,000/hr visitors on road due to 22 road closure days (signifying less avalanche mitigation), and significant impact to the viewshed.

A question must be raised here that applies to prior paragraphs as well – was the goal of 1000 passengers per hour a measure of feasibility or the actual plan on how to use the gondola? While there are mixed opinions about the gondola, all seem to agree that using the gondola as a “pressure release valve” for the road is foolhardy, especially at its great expense to taxpayers. All proposed mass transit options have the ability to greatly reduce the number of cars on the road and negate the need for more parking. The current proposed 2:1 passenger ration (cars to mass transit), we fear, will ultimately not lead to enough improvement. We will still see traffic, though it may move a little quicker, and we will still have fights over adding additional parking to an extremely sensitive and vital watershed.

Next, we would like the EIS Team to clarify its math for the 30th busiest day and how many passengers need to ride mass transit. In all alternatives, approximately 1,000 passengers will ride mass transit per hour and approximately 2,000 passengers will ride in cars up S.R 210, totally 3,000 people moving up the canyon per hour. However, on pg 84 of the Alternatives Refinement document, UDOT states that there will be 11,300 cars in the canyon at peak times if there is no action. This is approximately 20,340 visitors if we assume there are 1.8 passengers per car. Here is the disconnect. How will 3,000 persons per hour meet the need for 20,340 peak visitors? Even on the 30th busiest day, there would likely be more than 15,000 visitors in the canyon. Where we feel the math fails is in accounting for the fact that most visitors are traveling up the canyon in a four (4) hour window, not throughout the day. By the current math, only 3,000 visitors will arrive at ski areas by mass transit leaving the remaining 17,340 to arrive via S.R. 210 in a four (4) hour window. No amount of incentive travel or traffic management will mitigate this. Only restricted travel and forced mass transit can help. We ask that UDOT revisit the numbers and estimation and please correct where we have erred in this assessment.

Lastly, the gondola alternative does not include roadway improvements or snowsheds. The result of this is increasing the number of road closure days from approx. 10.5 to 21. While it is easy to say “well the gondola will function when the road is closed”, this completely ignores UDOT’s travel goals of having 2000 passengers per hour on the road, and it ignores the public use of the canyons – restricting access for hikers, backcountry skiers, and other non-ski area visitors, but catering to those who paid to access public, privately owned ski areas on Federal land. This seems to be an inappropriate system to access public lands, even if some of those lands are leased to privately owned ski companies. For the State and UDOT to be using taxpayer dollars for a transit system that so disproportionately favors two privately owned business appears to be a violation of the public trust and fiduciary duty. Specifically, the gondola makes it more difficult for all non-ski area visitors to visit LCC because there will have increased road closure days and limiting of cars in the canyon. This must be revised by (1) adding more gondola stops; (2) adding snowsheds to the gondola project; or (3) eliminating the gondola alternative all together.

In summary, FOA supports the Enhanced Bus with PPSL Alternative, but we have a couple of questions and concerns that UDOT should address in a new draft of the *Alternatives Development and Screening Report*:

- **Why does a gondola option not include snowsheds and two (2) mobility hubs?** With the proposed number of visitors travelling the road in the gondola option, snowsheds should be included. Two (2) mobility hubs would better accommodate the Draper/Sandy/Provo skiers.
- **What options would be eliminated if watershed health was considered in level 1 screening?** The LCC watershed contributes a significant portion of the cities culinary water. We must protect it, and, as a result, there must be a cumulative impact study on visitors to the greater watershed.

- **Is the 1000-person goal on mass transit a number used for feasibility or is that an amount we should expect to see use mass transit in practice?** FOA feels we should strive to reduce as many cars as possible on the road while not overwhelming the environment with visitors. Relying on incentives and traffic management may not be enough.
- **What enforcement plans does UDOT have to enforce roadside parking restrictions, and will UDOT consider restricting roadside parking at the ski areas, where the most volume of roadside parking exists?**
- **What is the AHI of LCC with no snowsheds if more than 1000 passengers ride mass transit and traffic congestion is significantly reduced?**

Thank you,

Kyle Maynard
Executive Director, Friends of Alta

Cassie Dippo
President, Friends of Alta

cc'd: Peter Corroon (Former President) and Pat Shea (FOA Legal Counsel)

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I like the idea of having multiple transportation options within the canyon.

Name: David Kevin Twitchell
Date: 6/28/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

The traffic up with cottonwood Canyon is out of control. It would be nice to have other options available.

Name: Amy B. Nelson
Date: 6.28.20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

The gondola is a cost-effective way to tackle problems we've been trying to solve for years. Please choose the gondola!

Name: Zach Nelson
Date: 6/28/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Traffic is too bad as it is and the gondola will help while being environmental friendly option so the nature will not have to suffer our choice to entertain ourselves at the canyon.

Name: Galina Chernova
Date: 6/28/2020

***This 'appeal' regarding
Little Cottonwood Project
from
Dave Brough
D.A.V.E.
(Dual Mode Vehicular Endeavor)***

“(A) commenter provided a new concept to UDOT called the Dual-mode Advanced Vehicular Endeavor, or D.A.V.E. D.A.V.E. does not meet the logistical, technological, or economic requirements for a reasonable or practicable Little Cottonwood Canyon alternative.”

From Draft Alternatives Development and Screening Report P 53

The 'commenter' submits that every mention about DAVE and dual-mode is false and/or misleading.

The 'commenter' hereby appeals the decision to eliminate dual-mode DAVE from the list of alternatives for the Little Cottonwood Canyon Project.

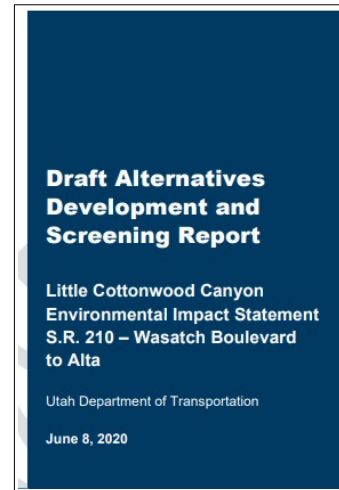
Commenter submits that UDOT knew or ought to have known that there were several examples of dual-mode in service and / or commercially available. Furthermore, the technology involved in dual-mode is easily and cheaply replicated.

It is submitted that the conduct and failure of UDOT to recommend dual-mode, a technology that is easily and cheaply enacted, constitutes a fraud upon the people.

Dave Brough
July 10, 2020
davebrough@gmail.com

This appeal is based upon the UDOT evaluation taken from the project website dated June 20/20 at p. 53 (site comments shown in italic-bold):

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21-Main_Body.pdf



Finally, a commenter provided a new concept to UDOT called the Dual-mode Advanced Vehicular Endeavor, or D.A.V.E. This system uses an ordinary automobile (or light truck) adapted with a mounting device so that it can drive on the street network and then be picked up by a fixed guideway and travel above ground. Based on an internet search and a review of transportation and transit resources, UDOT did not find any examples where a D.A.V.E. concept has been implemented. The idea of dual-mode vehicles (that can operate on either roads or fixed guideways) has been previously discussed among various transit agencies, but UDOT could not find any examples where either dual-mode transit vehicles or dual-mode personal automobiles have been installed operationally. UDOT determined that the D.A.V.E concept would require a technology that does not currently exist and is not commercially or institutionally available.

Additionally, the D.A.V.E. concept would require users to either purchase new vehicles that could be used on the D.A.V.E. guideway system or purchase equipment that would allow their personal vehicles to be used with the D.A.V.E. guideway system. Neither the new vehicles nor the modification equipment are commercially available. Even if it were available, the State of Utah could not require drivers to purchase the vehicles or equipment to use the D.A.V.E. system. Because a commercially available product is not available, designing a D.A.V.E. alternative for the S.R. 210 Project would require an extensive and costly research and development process. For these reasons, the D.A.V.E. concept does not meet the logistical, technological, or economic requirements for a reasonable or practicable Little Cottonwood Canyon alternative.

“D.A.V.E. ...uses an ordinary automobile (or light truck) adapted with a mounting device so that it can drive on the street network and then be picked up by a fixed guideway and travel above ground.

UDOT did not find any examples where a D.A.V.E. concept has been implemented.”

UDOT was remiss in its search. There are several of examples of dual-mode

At right is a dual-mode rail maintenance vehicle - an every-day sight along rail lines.



Elon Musk’s Boring Company uses a ‘kerb wheel’ similar to that as used on dual-mode buses, which have been in use in UK, Germany and elsewhere for years. In this configuration it is known as ‘guided’ bus.



https://en.wikipedia.org/wiki/Guided_bus

(Photo: Tom Cross/Teslarati)

Here it is in Adelaide, Australia (right).

In this video, note the high-speed transfer from road to guideway at 00:32

<https://www.youtube.com/watch?v=X89WSVjyBRw>

Returning to the Boring Company, video showing wheels extending at 0:45

<https://www.usatoday.com/story/news/2018/12/18/elon-musks-boring-company-los-angeles-tunnels-first-time/2359093002/>



Boring Company's use of retractable 'kerb' guide wheels



A Mercedes-Benz O305 bus on the O-Bahn Busway route in Adelaide, Australia



The kerb guide wheel of a guided bus in Mannheim, Germany

“UDOT could not find any examples where either dual-mode transit vehicles or dual-mode personal automobiles have been installed operationally.”

Per the above, clearly not so!

“UDOT determined that the D.A.V.E concept would require a technology that does not currently exist and is not commercially or institutionally available.”

And yet again, clearly not the case. The technology exists and is currently available.

“Additionally, the D.A.V.E. concept would require users to either purchase new vehicles that could be used on the D.A.V.E. guideway system or purchase equipment that would allow their personal vehicles to be used with the D.A.V.E. guideway system.

New vehicles not required.

As for cost (over and above the vehicle), Elon Musk recently claimed that “a set of guide wheels to steer self-driving vehicles would cost \$200 to \$300, and would convert any electric car into a “rail-guided train”.

As for the vehicles, even if new, the cost would pale compared to gondola (measured in the tens of millions) or bus.

The cost of guideway would run about \$2 million/mile. With portals, perhaps \$20 million for the 8-mile system.



Furthermore, all vehicles used in DAVE will have federal safety ratings. Transit buses (over 16,000 lbs) have no crash-worthiness standards (right is an example what happens when a conventional transit bus meets a conventional train (or cement truck).

“Neither the new vehicles nor the modification equipment are commercially available.
Again, not true. (Ask any railroad). Furthermore, it is easily manufactured.

“Even if it were available, the State of Utah could not require drivers to purchase the vehicles or equipment to use the D.A.V.E. system.

Because...?

Where is that ‘in law’? We suggest that it is not.

We also suggest that there would be incentives for individuals and companies to purchase such vehicles because they would attract customers (see SLC International scenario)

“Because a commercially available product is not available,
As above, commercially available product is available.

“...designing a D.A.V.E. alternative for the S.R. 210 Project would require an extensive and costly research and development process.

Hardly extensive of expensive. Besides it would make an ideal project for BYU,
https://www.heraldextra.com/news/local/education/college/byu/byu-professor-constructs-mini-town-to-test-self-driving-car/article_1be64be4-2731-5fc5-8acf-6397a18d9077.html

...or Utah State University...

New Electrified Transportation Research Center Opens at
USU

and others, for which grants (such as TIGER) are readily available.

“...the D.A.V.E. concept does not meet the logistical, technological, or economic requirements for a reasonable or practicable Little Cottonwood Canyon alternative.

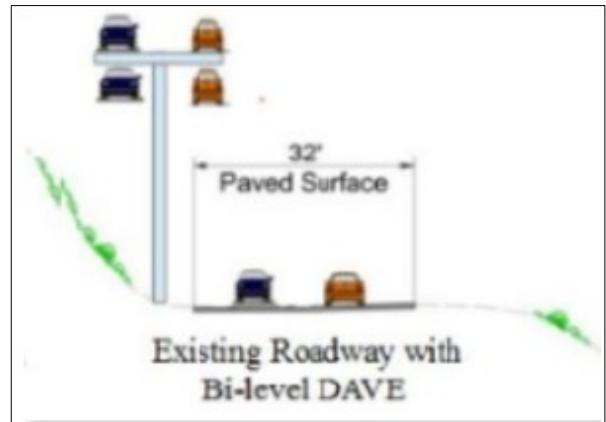
On the contrary, DAVE **does** meet the logistical, technological, or economic requirements for a reasonable or practicable Little Cottonwood Canyon alternative.

Enter COVID-19

COVID changes everything. Gondola and/or bus up Little Cottonwood Canyon is now DBD (Dead Before Departure). The future of transportation does not include bus, gondola, or any other form where people are placed in close proximity or where the concept does not provide for door-to-door mobility.

In short, the Little Cottonwood Project must be jump-started from ‘0’.

This 'over-under' guideway drawing (right) shows an 'ultimate' version of dual mode as suggested for Little Cottonwood Canyon.



About DAVE:

DAVE guideway costs about \$2 million per mile.

DAVE vehicles will travel at 60 - 80 mph on guideway, this resulting in the 8-mile trip to Alta taking but 8 minutes. Allowing for 2 minutes for deboarding and boarding, say 20 minutes or 3 trips per hour per vehicle from the portal at bottom of canyon.

Vehicles can either travel separately (at .5 second spacing) or in trains of a dozen or more.

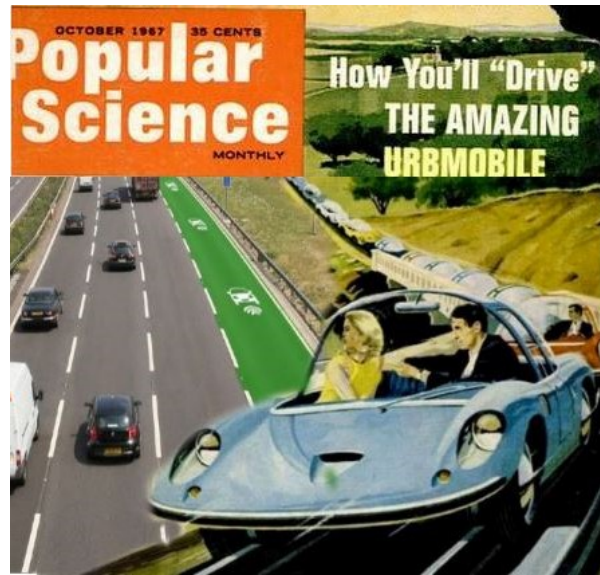
Maintenance by Pepboys-etc.



Dave Brough with rendering of DAVE (Dual-mode Autonomous Vehicular Endeavor) traversing Farmington Bay wetlands

This Popular Science article provides an excellent insight into a dual-mode concept called “Urbmobile”.

<https://books.google.com/books?id=1SoDAAAAMBAJ&pg=PA208&lpg=PA208&dq=the+amazing+urbmobile&source=bl&ots=pBEXgLETU6&sig=ACfU3U3ToPsrFIb8i6sm9-TQCQc49mHcxQ&hl=en&sa=X&ved=2ahUKEwiPyufc88PqAhXyJDQIHfkjAHQQ6AEwAnoECAgQAQ#v=onepage&q=the%20amazing%20urbmobile&f=false>



Example scenario. 4.5 million skiers fly into Salt Lake City International every year. They all have to then make their way to a destination resort. In this scenario, a DAVE'd Uber would pick customer up at the RideShare and transport them and bags straight to the resort's check-in at Alta.

Total distance: 32 miles (24 on conventional roads; 8 on DAVE)

Total time: 32 minutes

Satisfaction: Total

A future D.A.V.E. vehicle pulls up at a ski resort.





Dave Brough with a scale model of his Ezekiel 'wheel in a wheel' invention. It lets cars run both on pavement and on railway tracks

www.theverge.com › 2018/12/19 › boring-tunnel-test-drive-hawthorn... ▼

I took a ride through Elon Musk's new tunnel in California ...

Dec 19, 2018 - The **Boring Company's** test tunnel stretches for more than a mile under ... which align the car with the walls of the tunnel, will cost **\$200 to \$300**

Example of DAVE-type
guideway



ALTERNATIVES SUMMARY

ALTERNATIVE	Average per person travel time	# Vehicles/peak hour	# People / peak hour + via transit/ personal vehicle	Widen Wasatch Boulevard + bus priority	Mobility hub(s)	Snow sheds	Address trailhead parking	Elimination of winter road side parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add roadway capacity to S.R. 209 from North UT Road to Alta	Impacts (Properties)		Costs (\$ Millions)	
											Relocations	Section 4(f)	Capital costs	OM costs
ENHANCED BUS NO ADDITIONAL ROADWAY CAPACITY	46 min	24 Buses 6 buses per hour to each resort from each-mobility hub	1,000 (Transit) 2,249 (Personal) 3,249 People	✓	✓	✓	✓	✓	✓	✓	1 Residential	9 Sites	\$283	\$9.0
ENHANCED BUS WITH ROADWAY WEEDING FOR PEAK PERIOD (SHOULDER LANE)	37 min	24 Buses 6 buses per hour to each resort from each-mobility hub	1,000 (Transit) 2,249 (Personal) 3,249 People	✓	✓	✓	✓	✓	✓	✓	1 Residential	18 Sites	\$470	\$6.2
GONDOLA WITH BUS FROM MOBILITY HUB NO ADDITIONAL ROADWAY CAPACITY	46 min	30 Gondolas Every 2 minutes	1,000 (Transit) 2,249 (Personal) 3,249 People	✓	✓		✓	✓	✓		1 Residential	9 Sites	\$393	\$4.5
Dual-Mode* From Anywhere	10 Min	200 cars One every 2 seconds	10,000 p/hr								0	0	\$20	\$1

* Dual-Mode vehicles can travel both on conventional roads and on guideways and seamlessly switch between one and the other.

Gondola is

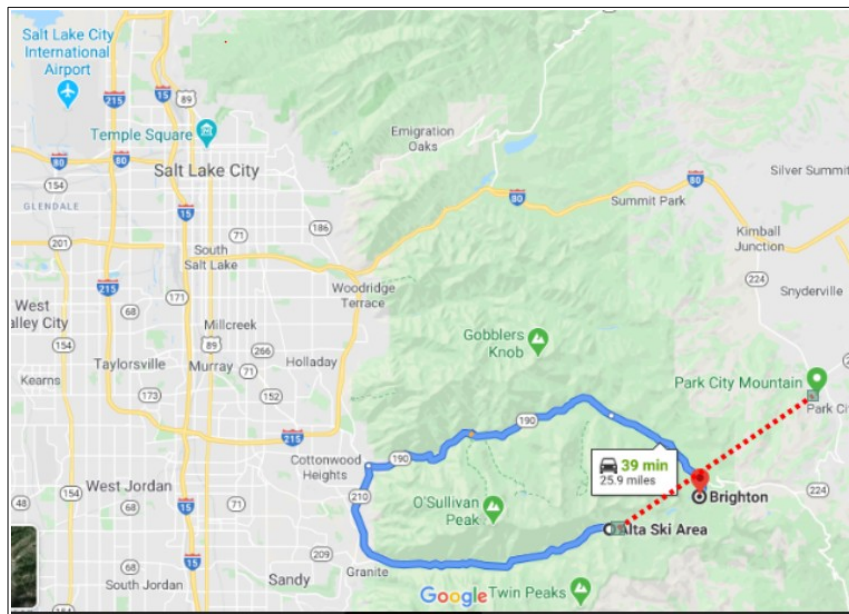
- too slow
- too expensive
- too crowded

Bus is

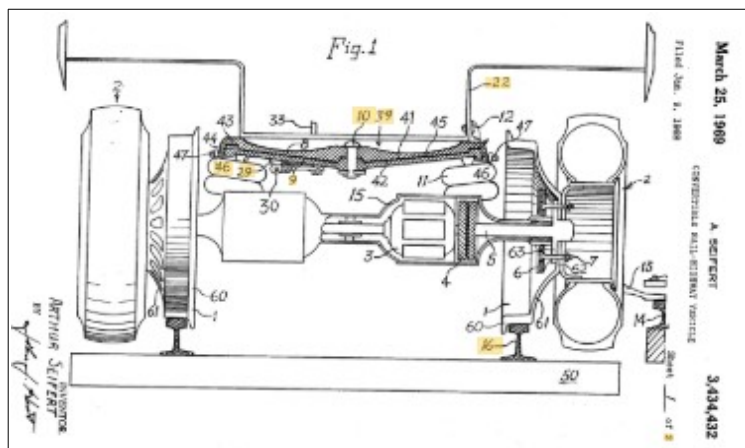
- too crowded
- too expensive
- environmentally distasteful

The ideal product should be

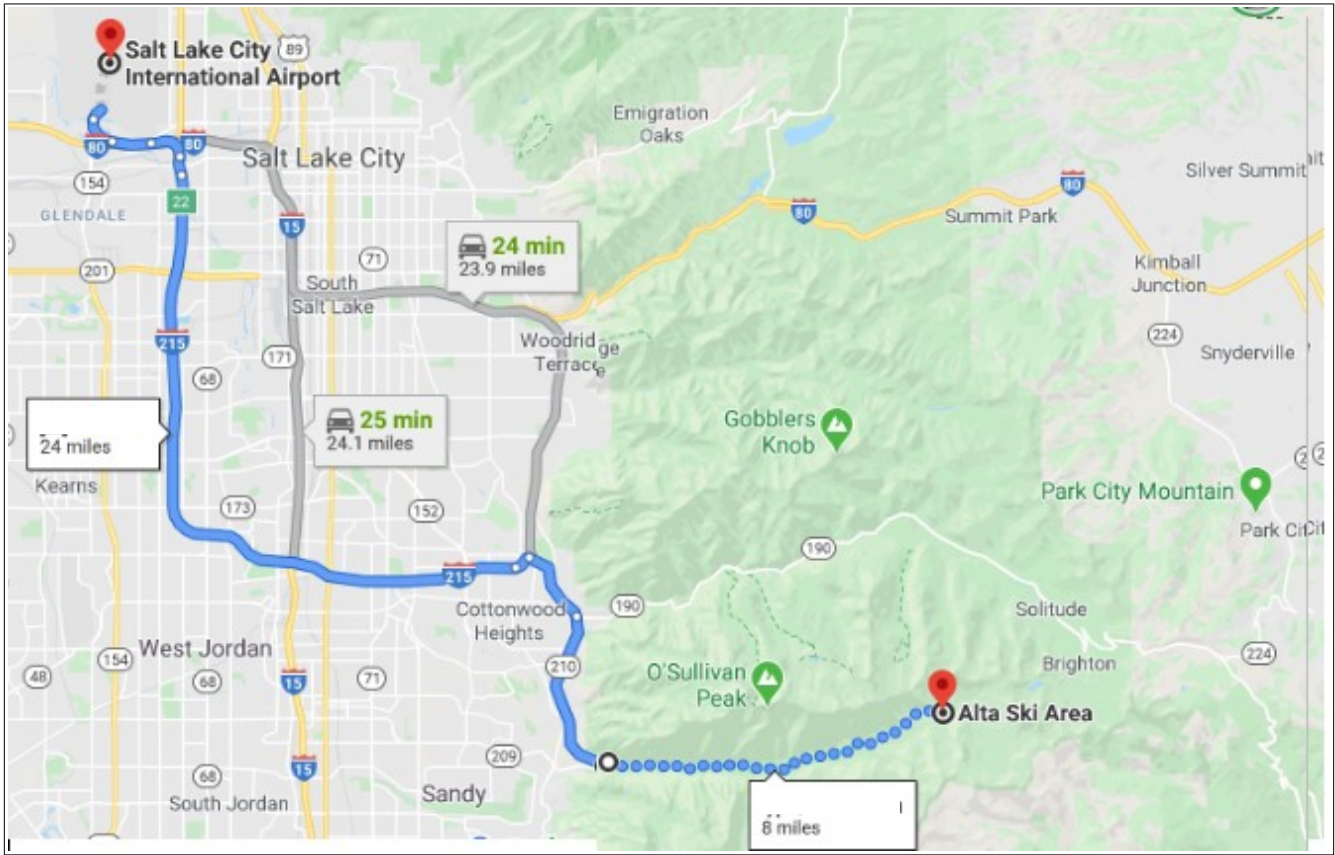
- inexpensive
- ultra-safe
- station-free
- schedule-free (24/7/365)
- easily maintained
- seamless (non-stop)
- connected to Brighton and Park City
- personal (no ride-sharing with strangers)
- privately O&O'd









**A 'complete' Dual-mode System
 Guideway up both Big Cottonwood and Little
 Cottonwood Canyons as well as cross-country link to
 Park City.
 All at a fraction of the cost of any of the three
 alternatives advanced to the 'final'**



**This dual-mode patent drawing shows a
 conventional tire on pavement and a flange on rail**



*Table ES-1: Example of Transportation Mode Comparison
Mouth of Little Cottonwood Canyon to Alta*

	Auto	Enhanced Bus	BRT	Rail	Aerial	DAVE
Characteristic						
Capacity (people/hour)	2,000–4,800	60-200	120–600	480–2,400	1,080–3,000	5,000
Travel Time (minutes)	14–24	36–63	20–28	13–25	43–54	6
Capital Cost (\$ millions)	30–40	10–20	110–150	510–680	220–280	10

FRODE JENSEN

PARK CITY UT 84060

July 10, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

Re: Little Cottonwood Canyon Environmental Impact Statement (EIS) dated June 8, 2020

Ladies and Gentlemen:

I reside in Park City and often travel on State Route (SR) 210. I also research and write about questions of transportation sustainability in Utah and am most interested in and deeply concerned about the development of long-range plans for the critically important Central Wasatch resort and recreation area and adjacent population areas which are sustainable and which are both economically sensible and enhance our quality of life.

I have reviewed the EIS assessing transportation needs for the SR 210 Project extending from the intersection of SR 210 with SR 190/Fort Union Boulevard in Cottonwood Heights to its terminus in the town of Alta.

I applaud and appreciate the huge amount of work that has gone into the report. Nevertheless, I am concerned that the report is insufficiently broad in scope and fails to adequately address the impending significant increases in traffic congestion leading to all our Central Wasatch resorts. In particular, I believe it gives insufficient consideration to possible alternative integrated transportation system solutions involving public transit, inter-resort connections and road tolling.

I have the following comments which I hope you will carefully consider. I admit that I have not been able to read the entire report and if some of the comments I make in this letter have already been covered in the report, I apologize in advance.

1. Total Cost

- a. Depending on the alternative chosen the project will cost, just to build, at least nearly \$300 million to as much as nearly \$400 million. And that's just to build it. Annual operating costs are estimated to run from \$6 to \$9 million a year.
- b. Before spending this substantial amount of taxpayer money, UDOT needs to assure interested persons and the public that they have developed a sustainable transportation plan that addresses projected travel throughout the Central Wasatch; that they have thought of everything and that all questions have been answered.
- c. In particular, the public needs to be assured that there aren't better, cheaper, more integrated, and more efficient ways to solve the various transportation problems presented by the currently existing and projected congestion issue on SR 210.

2. Scope of Project

- a. The defined scope of this assessment appears to be far too narrow. While there is no question that levels of traffic on SR 210 and the projected growth in those levels are not sustainable given current systems and policies, the solution must include consideration of all of the inter-related transportation planning needs in Greater Salt Lake City and the whole Central Wasatch recreational area.
- b. The report (p. 27) contemplates stunning population growth of over 1,000,000 residents in Salt Lake and Utah Counties in just the next thirty years. The Wasatch Front Regional Council (WFRC) estimates that, without proper forethought and planning, average auto travel times will grow approximately 71 percent by 2050 in the WFRC region. The population growth projection does not include growth in the counties north of Salt Lake or in Summit and Wasatch Counties on the Wasatch Back. Nor does it project increased visitor levels for the six existing Central Wasatch mountain resorts (Alta, Brighton, Deer Valley, Park City, Snowbird and Brighton).
- c. All six Central Wasatch mountain resorts are currently suffering from significant traffic congestion problems which will increase substantially in the future based on projected increases in population and tourism. A seventh resort, Mayflower, is in development.

- d. The base areas for all seven mountain resorts served by State Routes 189, 190, 210, 224 and 248 are very close together. They are all within 10 miles or less from each other on a straight line. They serve a large and overlapping population of residents and visitors. However, a person driving a car from the base of Deer Valley to the base of Alta would travel over 50 highway miles. During the winter, many people make all or a portion of that drive between and among all six resorts and Salt Lake City every day.
- e. No imagined solution to the congestion problem on SR 210 will be successful without addressing congestion on SR 190 as well as SR 210, as well as on the other routes providing access to the resorts: I-80 between Salt Lake City and Park City and SR 224 and 248 in Park City. In light of the development of the Mayflower resort north of Heber City, planners should also consider likely increased traffic and congestion on SR 189 between Park City and Heber City. For any solution to be effective it must be integrated and address congestion on all the affected highways.
- f. I would submit that the Transportation Governance Amendments passed by the Legislature in 2018 mandate that UDOT and the Transportation Commission consider all of the inter-related and multi-modal implications in any project of this size before moving forward.

3. Mode Options

- a. I applaud UDOT for proposing solutions to traffic congestion on SR 210 which will have the effect of reducing private automobile use on the highway between the base of Little Cottonwood Canyon and Alta resort.
- b. I am concerned, however, that the proposed roadway capacity expansion on Wasatch Boulevard between Fort Union Boulevard and the base of Little Cottonwood Canyon will simply lead to more private automobile use on Wasatch Boulevard and, ultimately, more (and not less) traffic congestion on this part of SR 210. I believe UDOT's arguments that the area is insufficiently densely populated to support improved mass transit will be a self-fulfilling prophecy until it is too late: when automobile traffic has choked Wasatch Boulevard. I recommend studying the use of a combination of road tolling and improved public transit now to avoid the need for and cost of extensive roadway capacity expansion.
- c. Regarding whether congestion on SR 210 between the base of Little Cottonwood Canyon and Alta resort is better addressed by building a bus or a gondola system, I strongly prefer a gondola system which I believe would be

aesthetically pleasing, more weather resilient and would reduce motor traffic on SR 210. Additional lanes on SR 210 will inevitably increase automobile volumes. A gondola would enhance the ambience of the travel experience for residents and visitors alike. Ideally, a gondola system would be a drawing card for visitors, improving not only sustainable transportation but also tourism. But I do also believe overall affordability (both in terms of construction cost and operating cost and in light of other possible alternatives) is a very important consideration.

4. Multi-modal Integration and Public Transit Improvement

- a. Neither the bus-related proposals nor the gondola proposal for SR 210 appears to be substantially integrated with other means of public transportation. All of the solutions assume that travelers will drive private automobiles to the base of the new system where a 2,100 space parking garage will be built. The proposal does not consider the inevitable increased congestion in the vicinity of the base of any new system. Why will the congestion at the base be any less than it is today driving up the canyon or in the resort parking lots?
- b. Planners should consider how to meaningfully and optimally connect the new system to the existing UTA public transportation system. For example, the existing Red and Blue Trax lines and the FrontRunner all stop at Murray Central Station, as do currently at least five UTA bus routes. Planners should consider a multi-modal and integrated system (light rail, monorail, bus and/or gondola) with a hub at at Murray Central Station connecting Murray Central (and/or another convenient TRAX station or stations), Wasatch Boulevard, both SR 190 and 210, and the four Cottonwood resorts, so that travelers from throughout the Wasatch Front can access the resorts (and travel between the resorts) by public transit without using an automobile.
- c. As part of the overall solution to traffic congestion problems, planners should also consider a multi-modal and integrated system (light rail or bus) connecting Salt Lake City and Park City. Ideally, this system would connect to existing TRAX and FrontRunner service and run between SLC airport and a transportation hub in Park City which connects by bus, gondola or monorail) to Park City and Deer Valley mountain resorts. Visitors to the Greater Salt Lake City area arriving at the airport should be strongly encouraged to use public transit and not private automobiles by use of a combination of road toll charges and improved public transit throughout the area.
- d. Instead of (or in addition to) a bus or gondola system on SR 210, planners should consider whether a bus or gondola system on SR 190 from the

intersection of Fort Union Boulevard and Wasatch Boulevard to Brighton/Solitude would be superior to a bus or gondola system on SR 210. Regardless of whether the bus or gondola system is built on SR 190 or SR 210 (or both), planners should consider connecting Brighton/Solitude to Alta/Snowbird by a road/tunnel bus or light rail system and/or gondola. An (environmentally sensitive) connection between Brighton/Solitude and Alta/Snowbird would certainly reduce automobile volumes on both SR 190 and SR 210.

5. Resort Interconnections

- a. A significant amount of existing traffic congestion on State Routes 189, 190, 210, 224 and 248 is generated by travel between and among Salt Lake City and the six resorts. If automobile travel between the existing resorts can be reduced by building multi-modal connections between the resorts, the overall cost to taxpayers of transportation infrastructure improvements can be reduced.
- b. The resorts have proposed a ski lift interconnect which they call OneWasatch to facilitate access to, and travel between, the six resorts.
- c. The OneWasatch interconnect can be easily accomplished (i) by connecting Park City resort and Deer Valley resort by gate where their properties abut, (ii) by connecting Park City resort and Brighton/Solitude by road/tunnel and/or gondola and (iii) by connecting Brighton/Solitude to Alta/Snowbird by road/tunnel and/or gondola. Proposals for all three interconnections have been made repeatedly in the past and are very feasible.
- d. Many skiers and other resort users currently travel daily between Greater Salt Lake City, Park City, Heber City and the resorts by automobile. Completing the OneWasatch interconnect will take thousands of cars off the road during the ski season since skiers will be able to access all six resorts by simply travelling to the resort base nearest to them.
- e. While Park City resort and Brighton/Solitude can easily be connected by gondola or chairlift, planners should also consider connecting Park City resort and Brighton/Solitude by bus or light rail via a tunnel. A tunnel between Park City and Brighton/Solitude would allow visitors staying in Park City (whether skiing or not) to access the Brighton/Solitude resorts more easily and vice versa without using the highways.

- f. I urge UDOT to work with the resorts to make the OneWasatch interconnect a reality and an important part of an integrated multi-modal transportation plan for the Central Wasatch.

6. Roadway Tolling

- a. In 2018 the Utah legislature adopted an updated road tolling statute which permits the imposition of tolls on existing state highways. Road tolling can be a key to transportation sustainability because it uses economic incentives (as opposed to roadway capacity expansion) to mitigate congestion.
- b. Planners should consider electronic tolling on highly congested portions of State Routes 189, 190, 210, 224 and 248. These tolls can be varied in amount depending on the time of day and level of congestion. The EIS encourages the adoption of “[t]olling or other management strategies such as no single-occupant vehicles during peak periods” to further mitigate congestion. I support this option and would ask UDOT to engage in further study to see how tolling could be used not only to avoid or minimize roadway capacity expansion and to reduce congestion on state highways but also to pay for a large portion of the improvements to public transit suggested in this letter.

Thank you very much for the opportunity to have participated in the project approval process.

Sincerely,



Frode Jensen



July 8, 2020

Utah Department of Transportation
Joshua Van Jura
Project Manager, Little Cottonwood EIS
jvanjura@utah.gov
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

RE: Salt Lake Climbers Alliance Comments to UDOT's Little Cottonwood Canyon Environmental Impact Statement Draft Alternatives Development and Screening Report

UDOT Planners:

The Salt Lake Climbers Alliance (SLCA) appreciates the opportunity to provide input to UDOT's Little Cottonwood Canyon Environmental Impact Statement Draft Alternatives Development and Screening Report. The SLCA provided comments during the scoping period on June 14th, 2019 and has had two site visits with UDOT planners to the LCC climbing resource.

About the SLCA

The Salt Lake Climbers Alliance is the local climbing advocacy 501(c)(3) non-profit in and around Salt Lake City, Utah. The mission of the Salt Lake Climbers Alliance is to serve as the unified voice of all climbers in the greater Wasatch region, engaging as an advocate to protect outdoor climbing access and as a steward to maintain sustainable climbing resources in the Wasatch and surrounding regions. SaltLakeClimbers.org

The SLCA supports the Alternative of Enhanced Bus and no additional roadside capacity, with caveats (#1-14 below), as this Alternative would have the least impact on the climbing resource with the information currently provided by UDOT.

Overall, any Alternative needs to carefully consider dispersed recreation, especially in the lower part of Little Cottonwood Canyon. The climbing areas in the lower portion of the canyon are heavily used throughout the year and the Alternatives will potentially negatively affect the user opportunities, user experience, and environment.

The SLCA has invested heavily into the recreation infrastructure in the canyon via hundreds of thousands of dollars in a sustainable trail system that spans both USFS and private land. The potential impact to this trail system needs to be analyzed. Further, there must be analysis of the

visual and auditory impacts to the climbing and bouldering resources that are in close proximity to the roadside. Finally, UDOT should analyze the loss of these resources due to road widening, road re-configurations, and/or gondola infrastructure.

SLCA recognizes that the removal of roadside parking along the highway increases safety and has responded by working to formalize trails and increase connectivity from centralized parking and access points such as the Little Cottonwood Canyon Park & Ride, Gate Buttress and the Grit Mill parking lots. However, during the winter months these parking lots are not available to climbers because they are full (skiers), closed, or unplowed. As such, roadside parking is utilized. UDOT must analyze how the elimination of roadside parking during the winter months will impact climber access.

In addition, the EIS must also include substantive analysis on the following:

1. Analysis of current and future dispersed recreation usage, transportation and parking needs in the whole of the canyon during all times of the year, spring, summer, fall, and winter. Dispersed recreation areas including, but not limited to the lower LCC Park & Ride, Grit Mill, Gate Buttress, Coalpit, Y-Couloirs, Tanners, Mt. Superior, and Hellgate.
2. Analysis of impacts contributing to anthropogenic climate change.
3. Analysis of public transit options for dispersed recreational users.
4. Analysis of metrics for how vehicles will be reduced in the canyons.
5. Analysis of how tolls will impact dispersed recreation and aid in maintenance and infrastructure of dispersed recreational resources. Dispersed recreational users travel at off-peaks hours.
6. Contain substantive details, including GIS referenceable points for road improvements, including widening, passing or third lane, realignments, or the installation of snowsheds which will have impacts on climbing resources.
7. Contain substantive details, including GIS referenceable points for the gondola, including base station, tower locations, tower heights, and terminus stations which will have impacts on climbing resources.
8. Contain substantive details on the transportation hub including plans for public transit connectivity to the hub from the Salt Lake City Airport, as well as along the Wasatch front and back.
9. Contain substantive details on the transportation hub Alternatives to the "Gravel Pit" location which is on private land, currently in use for the foreseeable future (5-7 years)

and may not be available afterwards. The transportation hub Alternative should include locations utilizing public land, namely part of the Old Mill Golf Course.

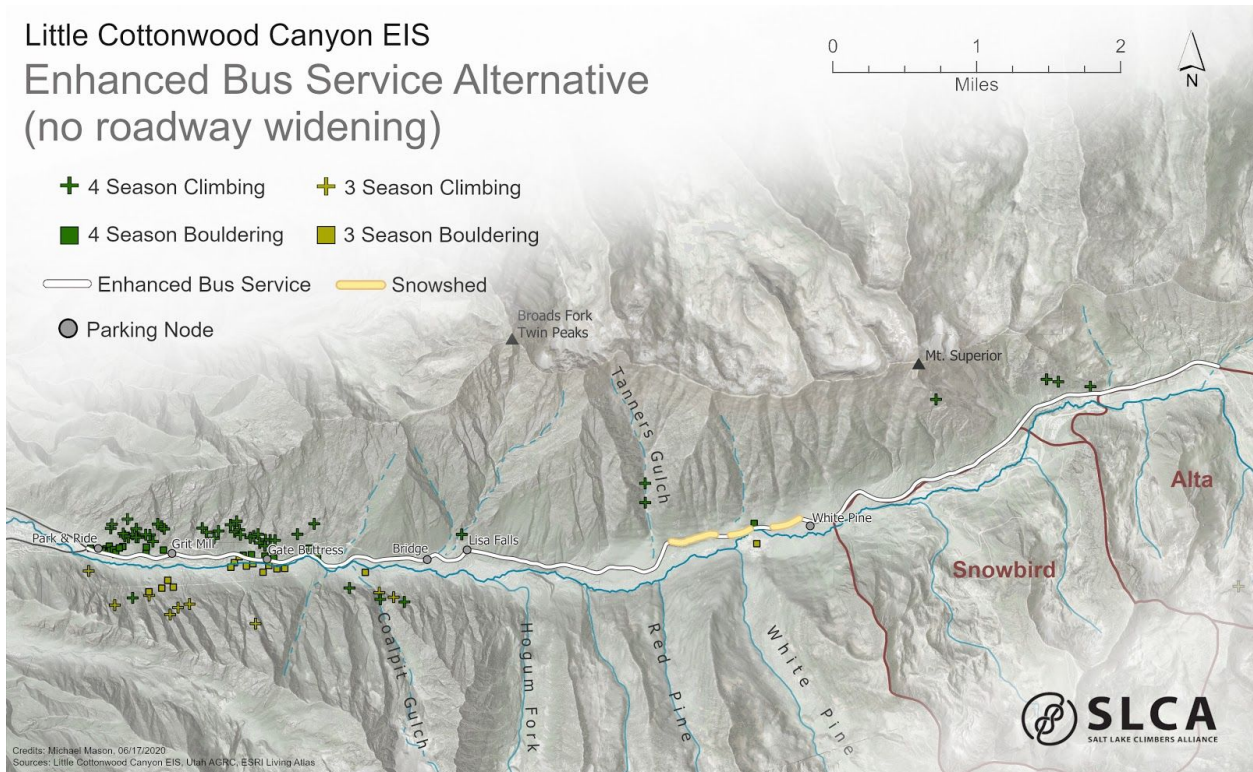
10. Contain details on utilization of transportation when multiple forms are required. That is, will people drive to a transportation hub, take a bus, then a final bus or gondola over just driving directly to the destination?
11. Contain capacity analysis for the additional parking at White Pine Trailhead. It is proposed to expand the parking at White Pine Trailhead to well above the recommendations without any analysis.
12. Contain details on the environmental impacts, including visual, auditory, wildlife habitat. As well impacts to the scenic byway designation.
13. Contain analysis that there will be continued traffic growth in the canyons. The ski resorts have a finite capacity and will not be able to expand.
14. Contain analysis to economic feasibility of a running gondola and how it would be operated such as via a private/public model.

Alternatives

Again, the SLCA supports the **Alternative of Enhanced Bus and no additional roadside capacity with the caveats above.**

The SLCA gathered input from the local climbing community in order to provide an inclusive climbers' perspective. To date over 90 comments have been received. These comments and concerns have been considered and summarized below. Ultimately, the SLCA continues to advocate for **year-round** dispersed recreation access to climbing resources with transit solutions that accommodate appropriately for traffic safety as well as current and future access to climbing resources. Growth trends in climbing as a sport are increasing as is the use of outdoor climbing resources in LCC. The SLCA overlaid main climbing areas on UDOT's Alternatives to better understand the breadth of the impacts to the climbing resource in the maps below.

1. Alternative Enhanced Bus - no additional roadside capacity



Pros

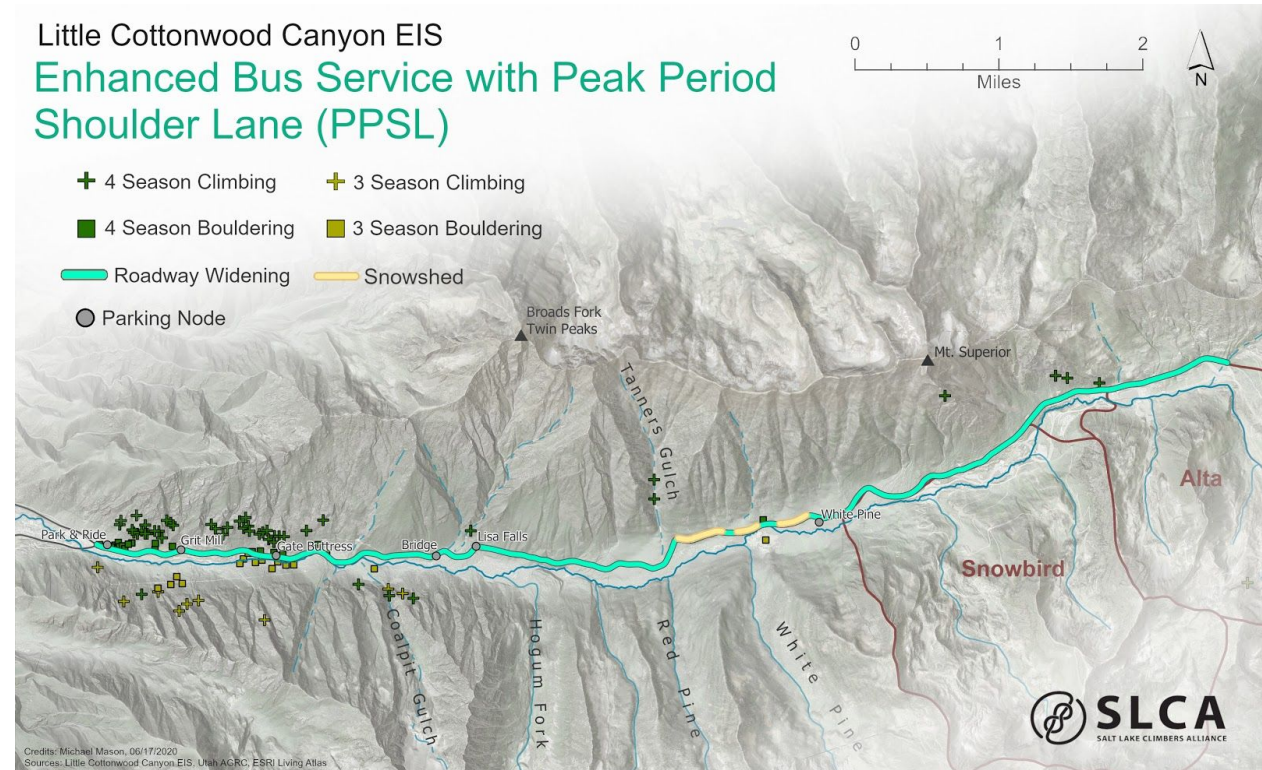
This Alternative would have the least impact on climbing areas, especially those that exist on the roadside or within proximity to gondola infrastructure. The other two Alternatives are ski resort centric and fail to acknowledge climbers and other dispersed users as a substantial user group. This Alternative would leave the viewshed open for the enjoyment of climbers and would also limit noise pollution. Enhanced busses would be a versatile asset that allows for a trial and error solution and would encourage more ridership and use of the public transportation resource. Additionally, this Alternative would require minimal environmental disruption to the canyon. Further, canyon transportation is needed during weekends which is when city transportation is reduced. As such, the buses that run on the weekends can be utilized during the weekdays; thus not be idle.

Cons

This Alternative currently lacks bus or shuttle capacity and pull outs to serve dispersed recreational users. Without capacity and pullouts people will not alter their habits and continue to use personal vehicles. There needs to be an analysis on the lack of vehicle capacity limitation or toll included in this Alternative as no one will be encouraged to take public transit. Electric busses or shuttles need to be vetted considering anthropomorphic climate change. Closing roadside parking during the winter months will negatively impact access as climbers access the

whole of the canyon year-round. The Alternative needs details on the proposed avalanche mitigation in the form of snow sheds which will have considerable impact on climbing access.

2. Alternative Enhanced Bus - with roadway widening for peak period (shoulder lane)



Given the potential impacts to the Gate Butress parking and roadside climbing resources, as well as the extent of the roadway widening, this Alternative must be fully defined and analyzed so as not to impact climbing resources and trails that the SLCA and the community have invested in substantially. Avoidance and/or mitigation of impacts to climbing resources from cut and fill and other construction activity within and outside the roadway widening must be analyzed. Overall there must be detailed analysis of the impacts of widening of the roadway on recreation in the canyon.

Pros

Adding an additional lane would allow the passing of slower traffic, and would open up more space for pedestrians and cyclists in the summer allowing more flexible use of the roadway. Having the bus only lane would incentivize skiers to take the bus and not drive in their own vehicles.

Cons

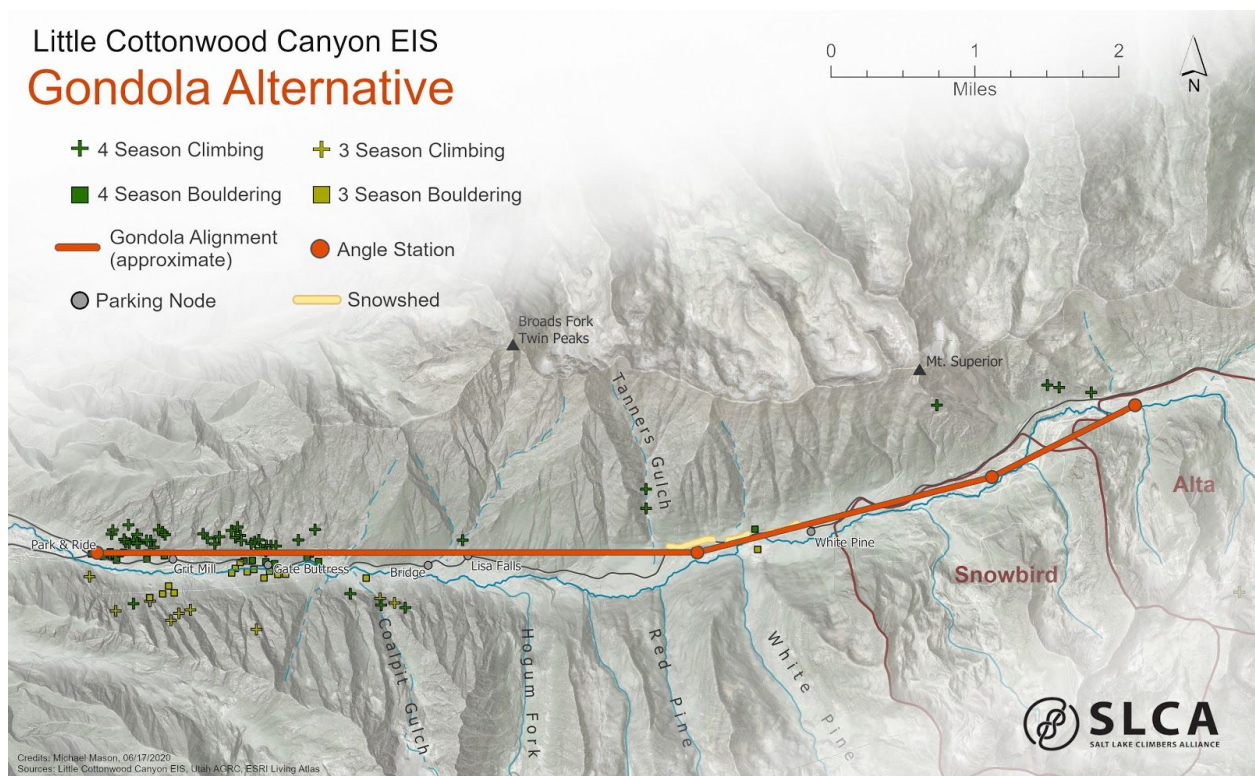
Some of the most popular climbing/bouldering areas such as the Secret Garden, Cabbage Patch, 5 Mile, the Hill and others are all within 30 feet of the roadway. Understanding their location in relation to any proposed changes to the roadway is critical to understanding any

impacts to these recreational resources. The EIS must have substantive details of roadway widening including estimated cut and fill as they relate to climbing resources.

There are high capital costs and a long construction time for any road improvements. This plan would also drastically compromise parking at climber trailheads. The statement from Appendix C, “The presence of the PPSL would not allow roadside parking on S.R. 210 at any time of year.” contradicts the attached Alternative that infers roadside parking would be allowed when beyond a quarter mile from developed trailhead parking. Adding a new lane would have a very significant environmental impact in the canyon. Again, electric busses or shuttles need to be vetted considering anthropomorphic climate change. The Alternative needs details on the proposed avalanche mitigation in the form of snow sheds which will have considerable impact on climbing access.

3. Alternative Gondola - with bus from mobility hub - no additional roadway capacity

This Alternative needs a detailed economic feasibility study of the gondola and its operation. The gondola Alternative also needs a detailed engineering study showing specific impacts to recreation in the lower part of the canyon. Including the lower LCC Park & Ride and impacts to the Alpenbock Loop and Gate Buttress trail networks. The Alternative needs substantive analysis of the visual and noise impacts as well as the impacts to the user experience by the gondola. Further, the Alternative needs substantive analysis of the impacts of the gondola to the Scenic Byway designation as defined by Utah Administrative Code section R926-13.



Pros

This Alternative would allow for continued travel into the canyons during road closures due to hazardous winter conditions. It would potentially reduce carbon emissions from vehicles.

Cons

The gondola is ski resort centric and would most likely only be utilized during the winter months as during the other months the ski resorts are either closed or have a greatly reduced visitation and traffic is not an issue. Thus, it would lack capacity, especially given parking would be very limited at the base station and people will not be inclined to take a bus from a transportation hub. During weekdays of the winter months, when traffic is light, people will not be motivated to use the gondola as it will require parking at a transportation hub, waiting 10-15 minutes for a bus, riding for 10-15 minutes, waiting 5 minutes for the gondola, riding for 40-45 minutes, etc. Whereas driving will be much faster and convenient. Because of these factors, the gondola needs a detailed economic feasibility study of its operation.

The gondola and its associated infrastructure will negatively impact the viewshed of the canyon, especially for climbers on the north side of the lower canyon. The added noise will detract from the user experience. Additionally, it does not service dispersed recreation users, therefore offering no benefit to climbers. The gondola would require infrastructure that will be expansive and pose unknown errors, challenges, and problems. There would need to be infrastructure at the base of the canyon leading to impacts to the Wasatch Boulevard communities as well as limiting access to the Alpenbock Trail network. Towers need to be built where infrastructure does not currently exist and would likely be placed adjacent to or within close proximity to climbing resources that could potentially force them to be closed. Overall, the gondola would have a large and lasting impact on LCC without benefiting the majority of the users.

Pedestrian Safety

While pedestrian safety at Lisa Falls with a cross walk and signal is addressed, it is not addressed throughout the canyon. For instance at the Gate Buttriss parking lot across the road to the pipe that the public uses to access the Little Cottonwood Trail. Pedestrian safety needs to be considered at the mouth of the canyon where during the winter months climbers cross the road from the Park and Ride lot to access the “Scruffy Band” for ice climbing.

Gate Buttriss Parking

The Gate Buttriss parking lot is currently on land privately owned by The Church of Jesus Christ of Latter-day Saints and leased by the SLCA and the Access Fund. To that end, substantive conversations need to be had between these parties regarding future ownership and development.

The Gate Buttriss parking lot capacity in the document is significantly reduced compared to current use levels. At times there are 50 to 80 vehicles parked in the Gate Buttriss Lot and on both sides of the roadway. From April 1st to November 24th, 2019 over 14,500 individuals were

recorded on an infrared trail counter at the Gate Buttness trailhead, indicating the high level of use of this property for the general public's enjoyment. This number does not include all users who accessed the property during that time. Some were parked alongside the road and used side trails to access the climbing resource. Further, congestion is compounded in this area due to the parking at the large pull out adjacent to the pipe bridge to the east on the southside of the highway. Without overflow parking and/or a viable bus or shuttle option, recreation access would be severely limited if roadside parking is eliminated in this area under the current parking lot design.

Again, parking needs in this area must be fully analyzed. The proposed 21 sites and no roadside parking within a quarter mile of the Gate Buttness is not adequate for current use let alone for increased future use. There must be public transit options. Leaving the Gate Buttness lot unimproved allows for more parking than what is potentially proposed.

* * *

Overall, SLCA is very concerned that the draft EIS report does not adequately analyze the impacts of the Alternatives on dispersed recreation, especially in the lower portion of Little Cottonwood Canyon.

Ultimately, the SLCA continues to advocate for year-round dispersed recreation access to climbing resources with transit solutions that accommodate appropriately for traffic safety as well as current and future access to climbing resources. Growth trends in climbing as a sport are increasing as is the use of outdoor climbing resources in LCC. This use needs to be appropriately considered in UDOT's Alternatives. The SLCA is willing and able to answer any questions about our comments or provide additional information on climbing in the canyon.

Sincerely,



Julia Geisler
Executive Director Salt Lake Climbers Alliance
Julia@SaltLakeClimbers.org

415.695.4502

P.O. Box 9157

Salt Lake City, Utah 84109

cc:

Chris Winter, Access Fund Executive Director

Taylor Luneau, American Alpine Club Policy Manager

Rick Vance, Jonathan Knight, Michael Mason, Nate Furman, Allen Sanderson, David Paul Carter, Mason Baker, Amelia Howe: SLCA ad-hoc LCC EIS Committee Members

#6519

MAYOR
HARRIS SONDAK

TOWN COUNCIL
CLIFF CURRY
ELISE MORGAN
MARGARET BOURKE
SHERIDAN DAVIS



TOWN OF ALTA
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July 10, 2019

Josh Van Jura, Project Manager
Utah Department of Transportation

VIA EMAIL

RE: Little Cottonwood Canyon Environmental Impact Statement
Comments regarding Draft Transportation Alternatives Report

Dear Mr. Van Jura,

Thank you for the opportunity to provide comments on the Little Cottonwood Canyon Environmental Impact Statement (the EIS) Draft Transportation Alternatives Report. The Town of Alta (the Town) provides municipal services, including police and public safety, to our residents and to hundreds of thousands of annual visitors to Alta in partnership with the Utah Department of Transportation (UDOT) and numerous other entities. State Route (SR) 210 is Alta's sole transportation corridor and route of access. The Town has participated diligently in every transportation planning initiative focused on Little Cottonwood Canyon (the Canyon) over the past several decades and we look forward to the next steps in the EIS process.

General Comments

As we have all learned more about during the earlier phases of the EIS, non-resort recreation system capacity in the Canyon is determined by the 2003 Wasatch-Cache National Forest Plan. Both UDOT and USFS stated previously that the transportation system contemplated in the EIS is intended to deliver passengers to Alta Ski Area and Snowbird, and since ski area capacity is not regulated by the Forest Plan, increases in transportation system capacity contemplated in the EIS will not violate Forest Plan provisions or otherwise impact natural resources outside of ski area permit boundaries. We find it unlikely that all passengers on a future transportation system in Little Cottonwood Canyon will remain within the ski area boundaries, and hence we question the assumption that ski area infrastructure will effectively mitigate environmental impacts from increased visitation to the Canyon.

The alternatives are focused narrowly on transporting ski area visitors, during ski season because, as we understand it, ski season ski area visitation, and the concentration of that visitation during

peak travel periods related to ski area opening and closing times, is the primary driver of congestion in the Canyon. However, we are concerned that this narrow focus will disadvantage other Canyon users and may impair future adaptation of the transportation system as trends in seasonal visitation shift. UDOT can mitigate these problems by doing the following:

- partner with local entities to ensure station-area infrastructure facilitates use of the transit system by canyon residents, dispersed recreation visitors, non-ski season visitors, and local business employees.
- prioritize multi-modal access and functionality at trailheads throughout the Canyon.
- rigorously evaluate the capability of each alternative to facilitate egress from and access to the Canyon in the event of an emergency, such as extreme avalanche hazard, wildfire, landslide, or earthquake, and ensure that all user groups, including dispersed recreation visitors, residents, and other persons present in the canyon for purposes other than skiing at Alta Ski Area or Snowbird, are considered in this evaluation.

Construction of a bus or gondola based transit station in Alta will fundamentally alter the shape and function of local transportation infrastructure, alter Alta's world-class mountain landscape, create substantial environmental impacts in the headwaters of Little Cottonwood Creek, and create significant new demand for municipal services, including water, sewer, fire protection, police and public safety, and other services. UDOT should engage the Town on all feasible steps of the planning process for an Alta transit station and assist the Town in providing municipal services to any new transit facility development.

The outcome of the process to perfect a UDOT easement for SR 210 through Alta may have profound impacts on traffic and parking regulations and their enforcement by the Alta Marshals Office, and on general access to destinations in Alta such as residential and recreation amenities in Albion Basin. We urge UDOT to work with the Town in determining the eastern terminus and the lateral boundaries of the easement as it passes through Alta.

Comments on Gondola Alternative

The gondola alternative assumes the gondola will operate when SR 210 is closed for avalanche control work, and due to that assumption, the alternative does not include snow sheds over SR 210 under key avalanche paths. The Town urges UDOT to consider the following issues in further evaluation of the gondola alternative:

- Firing military artillery over occupied ski lifts, open roads, or other contexts in which civilians may be exposed to artillery fragmentation, explosive-triggered avalanches, or other hazards is generally discouraged (or prohibited) where artillery is used for avalanche mitigation. UDOT Avalanche, the Town of Alta, and other local partners conduct avalanche mitigation with artillery over occupied structures in Alta only when all outdoor areas have been cleared and interlodge travel restrictions have been implemented by the Alta Marshals Office, per Town of Alta Ordinance 5-4-1¹. It is our understanding that while UDOT is implementing various remote avalanche control systems in the upper Canyon, there are no alternatives to military artillery being

¹ <https://codelibrary.amlegal.com/codes/altaut/latest/altaut/0-0-0-1634>

contemplated for the mid-Canyon avalanche paths, and its use will require closure of whatever transportation system exists in the future while that artillery is being fired.

- Even if a gondola is relatively safe to operate during elevated avalanche hazard, it is often very unsafe for the general public to move around freely in the Canyon during elevated avalanche hazard, and it is frequently necessary for the Alta Marshals Office and other partners to impose interlodge travel restrictions many hours before and after avalanche mitigation work is conducted. This requirement means either that passengers arriving in the Canyon on a gondola would need to shelter-in-place at gondola terminals until avalanche hazard has decreased, or that the gondola would need to remain clear of passengers during elevated hazard and ongoing avalanche mitigation work.
- The absence of snow sheds from the gondola alternative means that closures of the gondola, and of SR 210, may take place as frequently as they do today, and for durations consistent with those associated with present-day avalanche mitigation missions. If SR 210 is closed as frequently as it is today, and if a gondola cannot transport passengers due to artillery use, interlodge travel restrictions, and elevated avalanche hazard, the gondola alternative as it is currently designed may not improve mobility and reliability for visitors to LCC, or provide an option for emergency egress from the Canyon, as effectively as other alternatives.
- UDOT should consider incorporating snow sheds under key avalanche paths into the gondola alternative, or creating an additional alternative including both a gondola and snow sheds.

Do not hesitate to reach out to me or to Town of Alta staff if you would like to discuss our comments. We appreciate the engagement your team has provided us throughout the EIS process, and we look forward to the remainder of the project.

Sincerely,



Harris Sondak, Mayor

Public Comment
LCC EIS – Eric Kraan

Primary objective for S.R. 210: to substantially improve safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.

Safety, Reliability, and Mobility does not have to be a Zero-Sum Game. Which is why I find it absolutely incomprehensible that UDOT continues to resist all calls to employ a slower Design Speed along the 2.2 miles of the urban segment of SR 210?

It should be noted that the “Five-lane” alternative is a misnomer. With shoulders wide enough to accommodate a bus it is in reality a 7 lane alternative. Actually the proposal would surpass in width the existing Wasatch configuration at the gravel pit, and as anyone familiar with that area, nobody drives at or below the speed limit at that location of Wasatch. Therefore, it is reproachable that UDOT was unable to refrain from piling on more lanes and more width and allow this alternative to reach stage 2. Perhaps this is as a result of their continued embrace of high speed – high capacity residential destroying designs.

The only other alternative is the “Imbalanced” proposal, which is not much better, it is still wider than what regional and local plans call for the area, and it would still allow car traffic to fly through a residential area generating levels of noise, pollution, and root a sense of danger to everyone that lives in the adjacent areas. It is not as if UDOT is unaware of what this road design would create, since they propose to roof the overhead views with pedestrian bridges because it would be too dangerous for people not inside a 4,000 pound capsule to navigate their monstrosities.

- a) Safety –historical safety data is presented, but UDOT fails to report that traffic reports show that in an average about half of

all users ingress or egress at one of the 13 points intersection from local streets and collectors that belong to the city of Cottonwood Heights, where residents rely heavily on this corridor to access daily life necessities. Perhaps that should indicate that while S.R. 210 is categorized as a Principal Arterial, its function of connecting major activity areas means that this area is a terminus and should be treated differently due to the fact that it must distribute most of the traffic at this point rather than carrying it forward to another destination. As I said, there are 13 access points of which 7 are not signalized. This means that about half the users of Wasatch will be exposed daily to the potential of cross traffic collisions at speeds in excess of 50 mph, a condition that threatens users to serious injury or death. Besides the speed factor, the extra lanes proposed by either one of the two alternatives would nearly double the conflict points at which these accidents could. This concern has been repeatedly communicated to UDOT for many years and increasingly throughout this EIS period. A report often cited by experts in the subject indicates that *“For a side impact with a delta-v of 30 mph, the risk of fatality is approximately 25%. For a delta-v of 40 mph, the risk of fatality is approximately 85%.”* The complete study can be found at this link:

https://nacto.org/docs/usdg/relationship_between_speed_risk_fatal_injury_pedestrians_and_car_occupants_richards.pdf

- b) Wildlife Safety- If a car travelling at 50 mph can impale a car passenger in a broadside collision; we know that the chances of wildlife that migrate along this area would find it more difficult to navigate successfully across. No reports are made available through the EIS about present conditions, migration patterns, and mitigation practices that could address this danger to animals as well as users of this road.
- c) Sound – Wasatch is a noisy street in its present condition and additional car traffic at high speeds will increase such noise

and reduce the quality of life of an established residential area, as well as impact natural habitat at the foothills between the two canyons. A study on noise from car traffic states “*that reducing vehicle speeds from 40 to 30 mph is as effective as removing one half the vehicles from the roadway.*” While no definitive studies have been conducted or cited within the EIS about Wasatch to establish the current levels of noise and potential future conditions at different design speeds, lane configuration, for either one of the current alternatives presented, UDOT should not be blind to the potential result of acting without information on this subject. As a resident of the adjacent land, I can assure you that reducing the noise by half would not only help mitigate human conditions, but would also help wildlife populations. For information regarding noise levels from car traffic at different speeds please click this link:

<https://nonoise.org/resource/trans/highway/spnoise.htm>

- d) Active Transportation- The current alternatives for Wasatch blvd and even for segments of S.R. 210 up the canyon fail to account for significant and key data about the type of users that currently use, and could in some future time become significant users of a reconstructed roadway. For example, EIS makes no mention of data readily available to UDOT through Strava Metro, which would point out that within the calendar year of 2018 there were 74,000 distinct cyclists that performed more than 1.2 million individual trips through Wasatch, making this one of the most utilized segments of roads utilized by the cycling population. Strava data does capture mainly highly confident cyclists. What is certainly missing in the EIS is the identification of users that currently use the roadway to traverse the dangerous road but do so for trips of less than 1 or 2 miles. Eliminating a significant number of short trips by local users could actually do more to reduce traffic congestion than any other alternative being currently proposed. Inducing more

active transportation trips across and along the corridor through high-quality and low speed designs could provide a greater ability for Wasatch to increase mobility, reliability, but more importantly SAFETY. Regretfully, there are not signs that UDOT has conducted any “Walkability” or “Bikeability” audit to determine the current conditions and explore the potential to increase these forms of mobility as a viable option to reduce congestion in Wasatch. Salt Lake County’s Health Department offers these services at no cost to municipalities within the county should the cost be an issue. I would also strongly suggest that the UDOT demonstrates that they are following current FHWA Bikeway Selection process before presenting any sort of bicycle infrastructure as part of their preliminary design. Consideration to the City of Cottonwood Heights Master Plan calls for a low stress bike facility of protected bike lanes for people to cross as well as to travel along the corridor. A condition that neither of the current alternatives fully implements.

- e) Adjacent Land Use- S.R 210 is categorized as a Principal Arterial, serving major activity centers and highest traffic volume levels. Serving, is perhaps the most important word that describes this roadway. Traffic studies show that about half the traffic of Wasatch departs or arrives inside the city limits of Cottonwood Heights. The single largest destination served by this roadway is the city of Cottonwood Heights. Therefore, it is concerning that the EIS fails to explicitly describe and recognize the growing density of housing, commercial, and recreation destinations along this 2.2 mile segment of Wasatch. As stated previously there are 13 intersecting roadways into Wasatch, a gas station, a hotel, restaurants, a park, fire station, there are plans for a dog park to be built in the near term alongside Wasatch. There are also residences facing Wasatch with driveways that back into Wasatch directly. So while UDOT

refuses to accept calls from the community this roadway serves to reduce the design speed of the roadway, it is in the best interests of the agency to recognize the environmental elements adjacent to the road that will be impacted by the speed, volume, and noise while trying to gain approval from the EPA. Perhaps even show sensitivity to the surrounding environment by adopting a low design speed.

- f) Air Quality- There is no mention that I can find in any of the reports regarding air quality impacts by either one of the alternatives presented, which is a significant concern for people that live within a valley that sees significant health adverse events due to winter inversions.

As for the Criterion Elements by which the EIS states it will proceed to select through their level 2 process:

- 1) Cost: Enhanced Bus service (No additional capacity). It is plain to see that the savings in implementing this alternative far outweighs the other two alternatives.
- 2) Consistency and compatibility with local and regional plans: Enhanced bus service (No additional capacity) – this plan again best meets goals already established by regional and local plans. It utilizes already established or planned mobility hubs, while it retains as best possible the integrity and widths of the roadway up the canyon. The very mention of a Gondola has already attracted speculators in what would result in a MAJOR change in local and regional plans – this late development alone should be reason enough for the EIS to disqualify the Gondola alternative.
- 3) Compatibility with permit requirements: Enhanced bus service (No Additional capacity) – there is no need to permit road expansion up the canyon, no need to use federal land to install

gondola posts, buses are already permitted up the canyon, etc.

- 4) Impacts to natural resources: Enhanced bus service (No Additional capacity) – There is less visual impact compared to the gondola, less potential for water runoff to vital watershed compared to wider roads up the canyon.
- 5) Impacts to build environment: Enhanced bus service (No Additional capacity) – By the numbers presented, the gondola would still impact the same amount of private properties but would require more community facilities to be created at a cost to tax payers as well as potentially been built at historical quarry site near the mouth of the canyon.

Wasatch Alternatives:

- 1) Cost: Imbalanced – numbers shown makes this decision obvious.
- 2) Consistency and compatibility with local and regional plans: Neither option meets this requirement - Local master plan shows a blvd with a median, 2 lanes used for traffic year round and 2 lanes for dedicated bus service and/or bike shoulders when bus service is not used in the summer. Meanwhile regional plans call for no more than a 5 lane configuration. The Imbalanced alternative is the closest to this plan although it adds an additional permanent southbound traffic lane making it 6 potential lanes rather than the maximum of 5 presented by local and regional plans. The 5 lane alternative which would use the space provided for bicycles as dedicated bus lanes really make it into a 7 lane configuration which diverts the furthest from both local and regional plans. Neither option is compatible or consistent with any plans and as such neither one scores well in this category.
- 3) Compatibility with permit requirements: N/A. I am not aware there are different requirements. Perhaps the EIS team can

explain better this issue within their documents and show if there is a significant deference. Obviously the current design does not meet any standard and changes have to be made, I only wish that UDOT would apply themselves to arrive at a better alternative than the ones we have at hand.

- 4) Impacts to natural resources: Imbalanced. In theory this would be the narrowest configuration. The impact to storm water drainage systems by the sheer amount of pavement that this road will create should be minimized. As stated above, there are no studies that show wildlife impact by road width and speed, there are no noise studies presented, there are no air quality studies, and there are no Walkability or Bikeability Audits that show impacts to other environmental concerns.
- 5) Impacts to build environment: Both would equally impact negatively the built environment. If overhead directional lights for reversible lanes were rejected because they would impact the built environment, then pedestrian bridges will do the same. Both would take a house and ran a neighbor away from our community, both fail to provide safe(r) access to local traffic to their local streets and would actually make it less safe. Both would divide rather than unite a community that is split by this road while it vacillates in trying to provide better mass transit options to the canyons, but by creating a design that forecasts at worse an LOS of C by 2050 through exceeding capacity called for by local plans for this corridor, UDOT is actually ensuring that people will be less likely to adopt alternative modes of transportation through ensuring that car travel will face negligible delays.

#6521



TriTrack Motors

Little Cottonwood EIS comment
defending “DUAL-MODE” technology
and US patents and Chinese patent

**TriTrack Motors designs, develops,
manufactures and sells high efficiency
fully electric vehicles.**



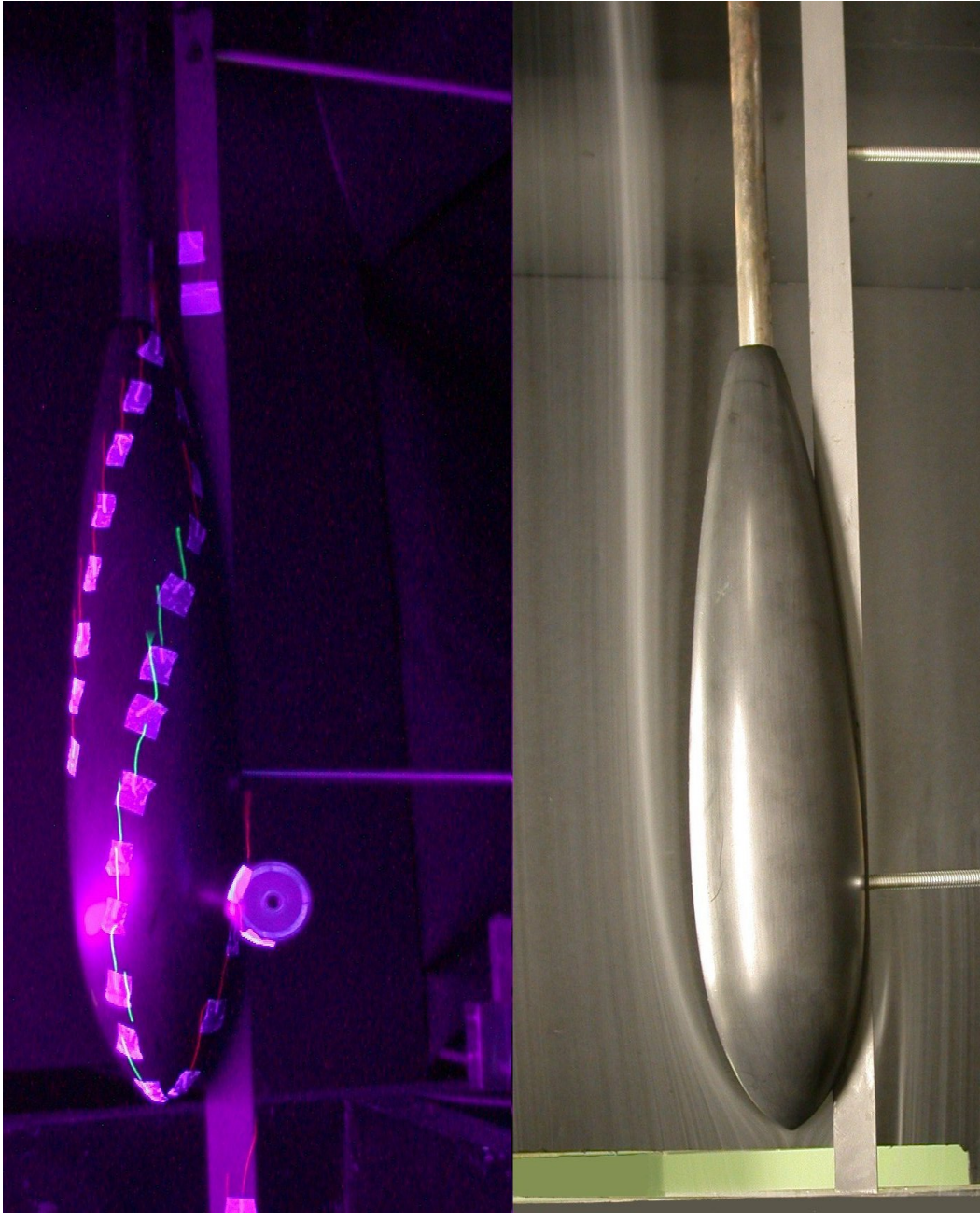
Competitive Bids

- The lowest qualified bidder must be given the public's construction contract by law. This shifts the task of eliminating a lower cost concept to be called unqualified so it cannot show up equally at the bidder's table. The employee of the state tasked with disqualifying concepts is not an elected official and has no requirement to have any advanced physics, aerodynamics or chemical engineering background. Without the educational tools how can that person disqualify a competitor? (D.A.V.E. specifically) This comment discussion is about the EIS and no one seems to talk about the number of trees that will be destroyed, cut back and fatally harmed in bulldozing thirteen mountain forest acres. The irony is that people are paying to come to Utah to see what is left of nature. As we pave more and more of the attraction it will be less and less appealing. Building bus lanes in particular means more underutilized pavement. Extruded (patented) guideway is a minimalist approach to rolling surfaces unlike roads that maximize tire rolling surface taking up forest that does not necessarily need to be destroyed. This route meanders like the cow trail it followed and elevated guideway affords the opportunity to make the travel straight. The beam is an equilateral triangle 14.5 inches on each side so at 17 feet or 23 feet elevation it is not very intrusive. We drill a 17 inch diameter hole every 60 feet for our contact with the forest floor. The vegetation under the guideway will be planted dwarf varieties of trees that will naturally stay away from the high speed vehicles. Upkeep of the land under the guideway is done from the guideway to make sure the dwarf trees stay healthy and push out other taller varieties. As stewards of the public purse it is important to consider dual mode cost fundamentals that are significantly lower than trying to plow in a spare bus lane in this stretch of God's creation.

TriTrack Motors

- TriTrack Motors is manufacturing another dual mode system along with D.A.V.E., Bladerunner, Urbmobile (Cornell Aeronautical Lab) and RUF built in Denmark in June 28th 2005
Copenhagen University College of Engineering. All endorsed by Dr. Jerry Schneider professor emeritus Washington University.

Wind Tunnel $Cd=0.07$



- Wind tunnel test measured Cd of 0.07 in the engineering building basement wind tunnel at The University of Texas Austin. Our large factory real estate closes this month on the 20th located on the intersection of 183A and FM 2243, SW corner. We have two prototype TriTrack bodies and machined parts for these two vehicles. The city of Leander Texas mayor is in favor of building a demo from our factory acreage to Austin Community Collage Campus then on to the Red Line Train Station for CapMetro. This 1.2-mile long demonstration will get up to full speed for endurance testing.

Advantages

- The advantage of TriTrack over DAVE and RUF is our aerodynamics and lower rolling friction. (rolling coefficient .004) Our guideway is smaller so less visual clutter up in the air. TriTrack made with aircraft composites is lighter than DAVE or RUF but when you calculate energy for vehicles at 180 mph weight is a minor factor. At the average big box transit speed of 17 mph a city transit bus uses 4,242 BTUs per served passenger mile. TriTrack with four seats full uses 123.76 BTUs per served passenger mile. No TriTrack vehicle leaves with the seats empty like a fixed route bus does mid day. The two guideways have a max capacity of 27,692 tourists per hour. The single occupancy vehicle demonized by the government is far better for air pollution than big box transit either diesel buses or diesel trains. The best trains use 2,516 BTUs per passenger mile, far more than a SOV TriTrack at 495 BTUs per single passenger with skis in the long private locked trunk. Of course the tourists flew in on an Airbus jetliner using 12,267 BTUs per passenger mile so their sensitivity to clean air is muted.

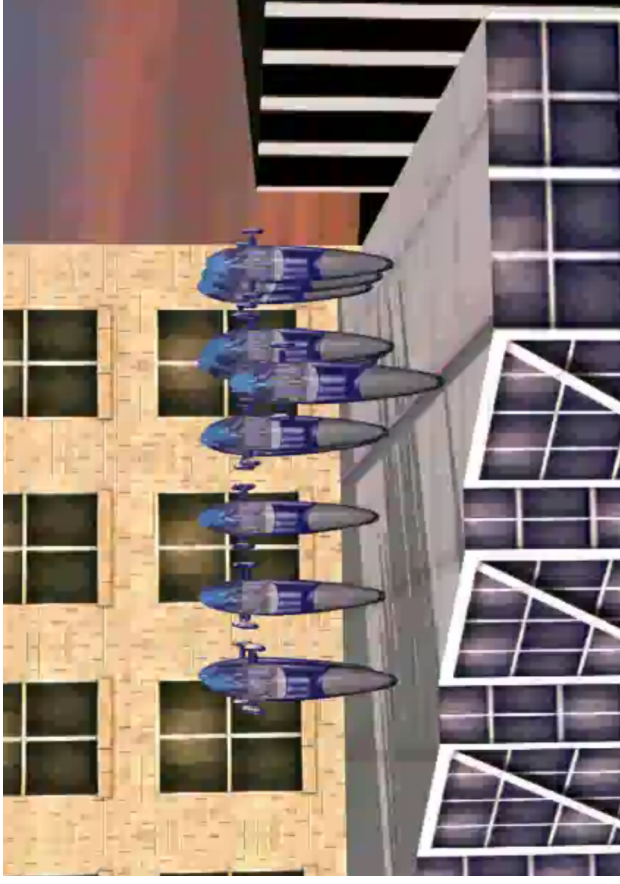
Visual Impact Over Nature

- People devastated God's creation a century ago in this valley building a crooked road on cut and fill unstable land. Cut and fill is easy for the first two lane widths but as the road is expanded ever wider the mountain base gets close and you have to cut into the rock of the mountain or fill into the creek below to add lane after lane and their associated safety guard rails. Adding a bus-only lane that only supplies 3,200 passengers per hour peak and none mid day is going to do a lot of eco damage to the forest because filling on the side of a mountain means 12 feet wide filled 50 feet up the slope side and a lot of shredded old-growth trees.

Diesel Bus Pollution

- Diesel pollution from 3,300 foot elevation change is going to be excessive. Buses already get pathetic fuel mileage but with a steep long incline the diesel engine produces excessive black smoke and soot (PM 2.5 PM 10 Nitrogen Oxides and 260 suspected human carcinogens) as they also get poor mileage. TriTrack is low enough energy that it can be powered by only the sun's radiation. Conventional electric cars on the road today use about four times more energy than a guideway vehicle so although it is possible to cover a large area with photovoltaic solar panels to power the current vehicles as self-driving it will take a very large solar area. About 22.38 pounds of CO2 are produced by burning each gallon of diesel fuel.

Parking



- Parking TriTrack is self-driving and they park on their tail. Each TriTrack takes up ground space of 4.5 feet by 5.5 feet or 25 square feet. Parking American sedans takes 303 square feet each so a packing density of 12X for TriTrack over usual slant in car parking. Campers and RVs need many times more space to maneuver and park.

Purpose Driven EIS

- TriTrack produces zero (actually zero) emissions being powered by the sun's radiation. Building more lanes of pavement directly produces billions of tons of pollution from fossil fuel firing the concrete clinker. In 2016 world cement production generated 2.42 billion tons of CO2. According to the cement expert, highways use 50% of Portland cement so road additions produce 1.21 billion tons of CO2 that are avoidable. Taking out trees by cut and fill lowers nature's ability to turn CO2 back into oxygen. For every tree chopped down in the national forest to make a bus lane, 2.5 tons CO2 is not absorbed annually. Killing an old growth tree to make way for gravel fill takes 50 years to grow back so each tree destroyed represents 125 tons of CO2 not able to be removed. Plowing down mature trees for 8.5 miles is such a shame for a bus idea so deeply flawed from understanding the customer demographic and the resort customer perspective.

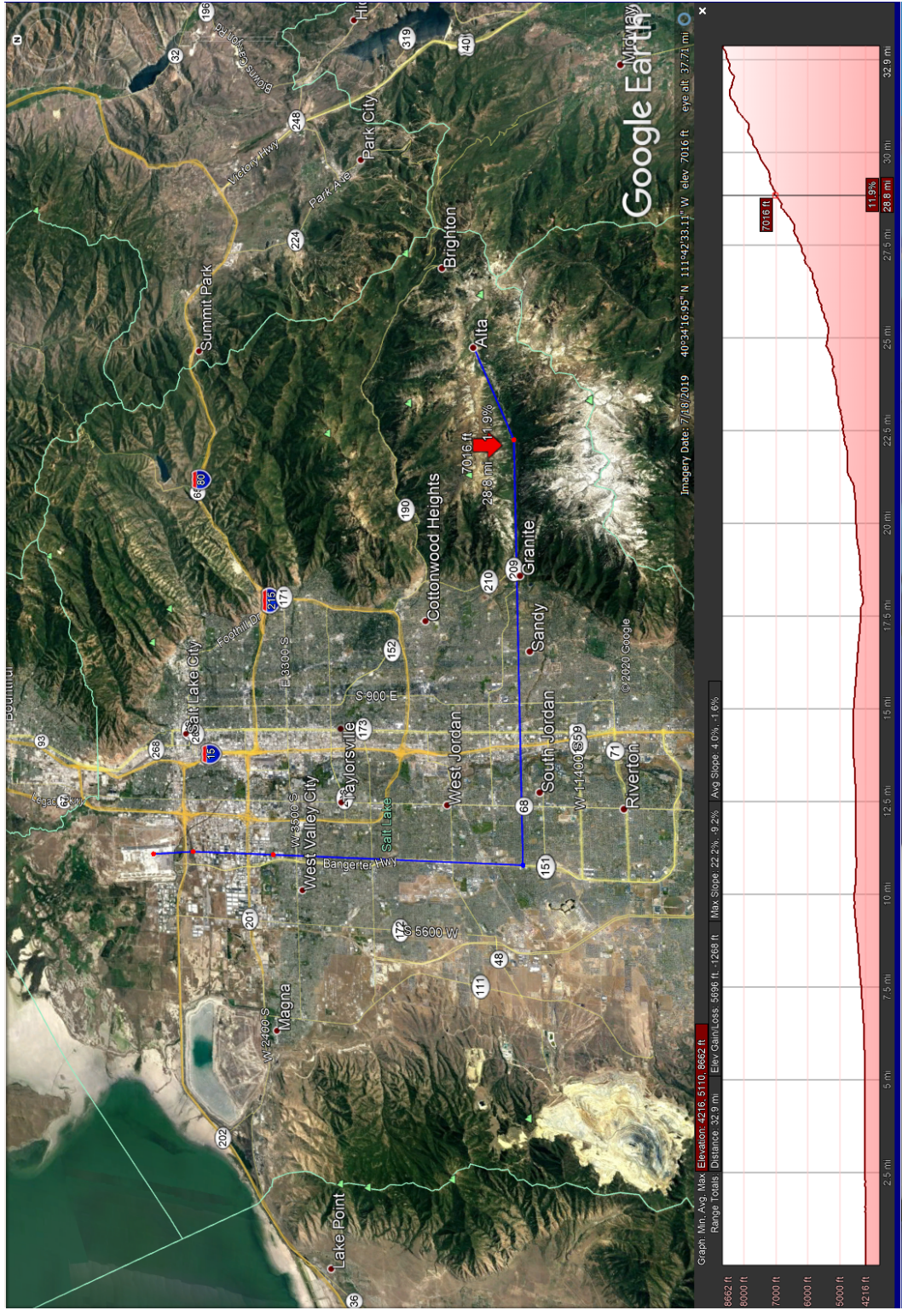
Potential Deaths and Risk

- Construction zone deaths are expected while this bus lane is added. In the US (2006) there were 1,010 fatalities associated with highway construction zones. The risk of years-long construction is too high for just adding one lane that no car is allowed to use or for a tolled restricted Lexus Lane.
- Travel freedom - Dual mode gives you complete access to everything in the state of Utah. If you take the bus you can only go to the limited bus stops.

Health Safety in the Recovery

- Bus, Gondola and COVID-19 -- These big box answers will spread COVID-19 at an unacceptable level decimating the ski industry. Private groupings with UV and chemical sterilization between uses are going to be required for COVID-19 and the future pandemics that we know will come from virus mutations. TriTrack for communal use will be wash-down ready and will provide a strong ultraviolet attack on the virus when the vehicle is empty between families. As a public safety DOT, it is important to consider the 555,000 confirmed deaths from this .12 micron diameter virus. Considering the spread the world has today of 12,500,000 confirmed cases it must be considered by not picking bus or any big box transit with family groupings coming in close contact with each other. Masks are only the minimum we should do to save so many potential \$72,000 each ICU stays.(average intensive care unit cost)

Phases



- Phase one is 8.5 route miles in the canyon with a pair of guideways.
- Phase two is adding a high speed connection to the baggage claim building of the airport.
- Phase three is adding a city grid across Salt Lake City allowing any taxpayer citizen to get to the slopes for a quick run down the mountainside after work.

Apologies

- My apologies for the quality of this presentation as I was informed 46 hours before the deadline of the very negative response to D.A.V.E.. Dave Brough is a friend of mine. In the bidding process TriTrack would be one more competing bid as well as D.A.V.E. if not disallowed by the internal processes within UDOT.

Rough Order of Magnitude (ROM)

- The ROM cost for machinery and tooling plus building TriTrack double guideway 8.5 miles long is \$9 million. Initial purchase of 200 vehicles \$3 million. These costs are higher because they are the first units and there is a lot of initial setup and tooling. The route to the airport for phase 2 is 25.3 route miles and ROM \$26 million if given permission to use aviation rights above existing roads (airport baggage claim inside the building, South down 3600W East on 9800S to the canyon guideway) and share electric utility right of way. Phase three, build guideway on every fourth major road in the city to form a rectilinear high speed grid. Entry points at each node per patent 6,923,124 This patent has been issued and "reduced to practice" (official legal designation per my attorney).



Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

The gondola seems like an effective
safer option to get up the canyon

Name: Peter Nelson

Date: 06/28/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

It is the best option
I have heard in years!
This will help ease traffic so much,
plus safety

Name: June & Robert Rywater

Date: June 28, 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Please don't widen the roads in
Little Cottonwood Canyon! The gondola
is a much better choice!
Choose the gondola!!

Name: Hannah Sharp

Date: 6.28.20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

The gondola year round would be a
great option! It is a long term solution
and would really help traffic. It would be
awesome to not have to drive a vehicle up
the canyon in the winter.

Name: Michelle Nelson

Date: 6/29/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think it would be safer. It would probably be quicker. Environmentally cleaned.

Gary Bywater

Name: [Signature]

Date: 6-28-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

It is an option that makes a lot of sense.

Name: David Topham

Date: 6/28/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Air quality is important to me as me & my family have had allergies & the poor air quality worsens our breathing and allergic symptoms. The gondola is the most air quality & environmentally supportive option.

Name: Emily Valberg

Date: 6/28/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support a Gondola because it is a safer option having a gondola in place will reduce the risk of accidents on the windy roads.

Name: Max Topham

Date: 6-28-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Switzeland has many of these at the bottom of various mountains it is a great option to get to the top of the mountain

Name: Shirley Thompson

Date: 6-28-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I've seen this work in other States & would love to see Utah implement this as well

Name: Taylor Tutchell

Date: 6/28/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

A gondola system can continuously run, providing an efficient mode of transportation for canyon-goers without the risk of delays or full buses.

Name: Corbin Sharp

Date: 6/28/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Parking and traffic impact our beautiful canyon so much. So excited for our evolution to protect perfect places!

Name: Jared Trezims

Date: 6.22.20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I Support looking into the gondola as a cost effective and environmentally friendly option.

Name: Jeff Hope
Date: 6-22-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: D. DAVID BRADSHAW
Date: 6/22/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

It's a great option to eliminate traffic congestion and pollution.

Name: EMILY WHITE
Date: 6/24/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Great idea! Environmentally friendly

Name: Ann Horton
Date: 6/29/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think that the gondola is the best option. It will be the best option for the environment.

Name: Morgan Boss

Date: 6/22/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I love to ski in the canyon but the traffic is so bad, it often prevents me from going. I support the gondola!

Name: BEN BOSS

Date: 6-22-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

leigh vanderwerker

Name: Leigh Vanderwerker

Date: 6/23/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

It does not depend on tax funding, it would be an asset and more environmentally friendly. Then other options.

Name: Joseph Horton

Date: June 23, 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

This would a great alternative transportation method to reduce traffic.

Name:  Anthony White

Date: 6/22/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name:  Nikolai Schrammer

Date: 6/23/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support the Gondola!
Traffic is horrible even in the summer. We need alternative transportation.

Name:  Greg Boss

Date: 6-23-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think continued research for the gondola option is a good idea

Name:  Kenneth W. Berg

Date: 6/23/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I THINK THIS WILL BE A GREAT IDEA

Name: JOHN PINNER

Date: 6/22/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support having a gondola to relieve the traffic up the canyon, help the air quality and have a fun tourism attraction.

Name: Valerie Terry

Date: 6-22-2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Kelly Burdon

Date: 6/22/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Great idea! Increased tourism in the off season, less traffic in the canyon in the DN-Season

Name: Randall Nelson

Date: 6/20/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Liz Burdon
Date: 6/23/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Natalie Boss
Date: 6/23/20

Yes! Please save our canyon from all the traffic & pollution. A gondola will provide safe, reasonable access to our canyon.

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Kaylynn Nelson
Date: 6/23/20

The gondola option is a great idea! Something definitely needs to be done to help alleviate the traffic in Little Cottonwood Canyon.

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Joel Vandenberg
Date: 6/23/20

No doubt we need a change necessitating the increased population and use of Little Cottonwood Canyon. A gondola appears to be the best option.

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support the gondola option. I like the idea! Definitely worth pursuing.

Name: Kenny Schreiner

Date: 6/23/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Do it! Our canyons need it!

Name: MIKE GREENE

Date: 6-22-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think the gondola is great.

Name: Gregorio Silva

Date: 6/6/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Sound like a great idea.

Name: Zach Phillips

Date: 6/17/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I believe that having a gondola option for Cottonwood Canyon would be an exciting experience and is also an environment friendly solution much needed in the world we live in today, when global warming is a very real problem we face,

Name: Sevone Barnes

Date: 6/17/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I want to ride the gondola.

Name: Alex Cutler

Date: 6/17/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I Don't Like The Traffic In Little Cottonwood Canyon.

Name: Joshtia Davis

Date: 16/16/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

That would be Sweet!
reducing emissions because of the Gondola is a great Idea

Name: Math Lewis

Date: June 18 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I'd like to see a year round option as well.

Name: Amber Cartrette

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think it should be a year round option as well.

Name: Kenneth Curtis

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I love this option. A year round option would be amazing as well.

Name: Steph Curtis

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Like this idea. I would hope this could be year round to enjoy during summer.

Name: Angie Dism

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Love this option.

Name:

Amy Rice

Date:

7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Love this option. Would like it to be year round.

Name:

Kalany Macherino

Date:

7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Yes! Year round would be awesome!

Name:

Robyn Curtis

Date:

7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Love this - year round ideal.

Name:

Kyle Curtis

Date:

7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

yes - year round option ideal.

Name: VANNESSA BORDERS

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

great idea!

Name: BRADSTON BORDERS

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: BRADSTON BORDERS

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

great idea - like to look @ year round option.

Name: V. BORDERS

Date: 7/9/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this decision

Name: Dayna Taylor
Date: 10.23.20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this!

Name: Kevin Banick
Date: 10/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Great Idea!

Name: Fris Bryant
Date: 7/1

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this decision

Name: Hannah Hendrickson
Date: 10/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

This is an amazing idea!

Name: Katie Bezdjian
Date: June 25, 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I love this idea!

Name: Ann Bezdjian
Date: 6/25/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this decision!

Name: Jaz Hurley
Date: 06/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this idea.

Name: Emily Story
Date: 6/25/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this option but would like to hear more about a five table and what private company(s) are funding this project.

Name: Jake Meltzer
Date: 6/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this project

Name: Patricia T. Davis
Date: 6/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Berdje Bezdjian
Date: 6/25/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Hold your!

Name: Chalser Bryant xoxo
Date: 6.24.20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support this decision

Name: Kyle Bartley

Date: May 2018

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I AGREE WITH THIS IDEA

Name: Todd Davis

Date: 6-27-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I love the gondola option!!!

Name: Steve Smith

Date: 6-24-20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I think this is a great idea!

Name: Drew Davis

Date: 6/21/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Emily Millard, emj@ced
Date: 6.27.2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Emily Millard, emj@ced
Date: 6.27.2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Miriam Barth
Date: June 24, 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I am in support of this

Name: Sean Kennedy
Date: 06/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

John J. Fisher

Name: AKS
Date: 6/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Erin Beesley

Name: AKS
Date: 6/24/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

John E. Beesley

Name: John E. Beesley
Date: 6-27-2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Erin Beesley

Name: ERIN BEESLEY
Date: 6-27-2020

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Ton Padbury
Date: 6/24/20

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Ashlynn Davis
Date: 6/26/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Web.

Name: Jay Bradford
Date: June 24, 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: [Signature]
Date: 6/24/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Wonderful Idea!

Name: Jessica Barth

Date: 7/1

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Cassandra Befar

Date: 6/30/20

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

AIR QUALITY IS IMPORTANT TO ME SO I SUPPORT THE GONDOLA.

Name: Gemma Curcio
Date: 06/30/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

Name: Kyle Steinke
Date: JUNE 30 2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

The traffic up the canyon has been getting out of hand, - gondola would be perfect

Name: Alison Curcio
Date: 06/20/2020

Little Cottonwood Canyon EIS Public Comment

I support the gondola option with a base station at LaCaille as the best transportation solution for Little Cottonwood Canyon.

with our quality is important to me, chose the gondola.

Name: Alison Curcio
Date: 06/30/2020