

Little Cottonwood EIS Virtual Public Meeting Chat Questions and Comments – June 23, 2020

1. **Matt Rocha:** If a gondola becomes the option of choice what is the expected downtime per season due to wind and storms? What is if any the back up plan to move people up the canyon in an efficient way when the gondola is down?
2. **I love Little Cottonwood Canyon:** Thank you for your hard work up to this point, but do you think this study was ready for review when you don't know the following information?::: What kind of impact will each choice have on the environment and watershed? How long will each choice take to construct? Will lockers be available at the resort for people who take the bus or gondola? What is the states budget for LCC improvement and why wasn't a budget approved prior to these suggested solutions? Will people be charged for parking at the bus hub? How much will the toll be during peak hours? With so many unanswered questions, how do you expect to choose an appropriate solution?
3. **Shawn Marquardt:** The EIS understates the capabilities of a modern gondola system; especially regarding maximum speed which would result in reduced travel time. Does UDOT plan to update the gondola stats? How will updates be communicated to the public?
4. **Marvin Lorica:** How long is the actual gondola ride time?
5. **I love Little Cottonwood Canyon:** Did you consider that in 2050 we will all have hover-skis to buzz us up the canyon? ;) Just kidding, but did you consider the technological advancements in automobiles and busses in 30 years? Wont gondolas be rickety-relics in 2050?
6. **Marvin Lorica:** Any thoughts on having a gondola from LCC to BCC?
7. **Aaron Evans:** What is the physical footprint of a snowshed? How much concrete will it take to build 3100 feet of snowsheds and how long will they take to build?
8. **Chris McCandless:** A private article states that the Carbon dioxide emissions generated from transportation up Little Cottonwood Canyon are significantly reduced by 56% using the Gondola, as compared to 3,500 cars per day traveling in the canyon. Does UDOT intend to verify this information or provide its own comparison of the emission/air quality impacts between the two primary transportation options?
9. **Norm:** Could UDOT tell the public how the 30% reduction in cars threshold for alternatives came to be?
10. **I Love Little Cottonwood Canyon:** EIS stands for Environmental Impact Study so why were limited studies done on the ENVIRONMENTAL IMPACT construction and utilization of each of these proposed choices would have on the canyon and watershed? Why was "environmental protection" not part of your purpose statement?
11. **Kirsten Sherwin:** Thank you for having this meeting!
12. **Chris McCandless:** It was stated in last night's meeting that the gondola would need 20 towers. In a conversation with Doppelmayr they stated that the 3S Gondola can have spans of up to 9,000 feet. Using some rudimentary math, this equates to 12-13 towers. Does UDOT have a map showing where

they feel the towers would be located? And will one be available prior to making the decision so we can review those locations?

13. **S Pruitt:** Is this being recorded for viewing later?
14. **Leslie Hugo:** Curious if gondolas will be running year round, as traffic in during the summer wildflower hiking season has become challenging.
15. **Colby Rollins:** Gondola provides a second egress out of the canyon, will a UDOT study consider the health and safety benefits of a second egress?
16. **Marvin Lorica:** Couldn't road widening with a reversible lane during peak hours allow for additional bus transit? Physical barriers don't seem necessary since you could have limited signage since there is not much reverse traffic during peak hours.
17. **Toni:** Will UDOT update the stats in EIS on the 3S Gondola System? Where did these travel times come from since they don't reflect the latest technology available?
18. **I Love Little Cottonwood Canyon:** I read in the Mountain Accord Study that the average car driving up the canyon contained 1.6 people so why don't you try charging a toll during peak hours to encourage carpooling BEFORE taking the more dramatic and costly measure of building a gondola or road widening?
19. **Kirsten Sherwin:** I would like myself as well as my husband, Pete Sherwin, to be recorded as registered for this meeting as we are watching you on the laptop.
20. **Brittany:** In comparing the two primary options – more busses (one every 2.5 minutes) versus the gondola, has UDOT completed a noise pollution comparison study and if not, will they do one as part of the EIS?
21. **Maura Carabello:** Can we see alternative sites for the gondola that would include enough parking and is not at the mouth of the canyon? If that could be considered it would eliminate the need for buses and personal vehicles – a major air quality gain.
22. **Aaron Evans:** Will UDOT provide the zone of destruction/environmental impact maps for each option – the gondola and the larger road/avalanche bunkers impact map for the public to review prior to a final decision? With the enhanced bus option, the plan is to widen the road and provide three avalanche sheds or concrete bunkers that are 20 feet high and extend 300 feet up the mountainside from Highway 210. This sounds like a zone of destruction in the canyon along Highway 210 of up to 470 feet wide.
23. **I Love Little Cottonwood Canyon:** I love the idea of finding a solution to the avalanche prone areas, but why are you spending millions of dollars on a weekend and holiday traffic problem that the ski resorts create instead of establishing laws that limit the amount of people at the resorts themselves? Private institutions are all subject to capacity limitations to protect the “safety” of it's patrons so why was that not taken into consideration when “safety” is the third objective on your purpose statement?
24. **Colby Rollins:** As any change to transportation will have an impact on wildlife, will UDOT compare the impact on wildlife (noise pollution, larger road system, concrete sheds, auto accidents) for each transportation solution?

25. **Sheila White:** A gondola solution completely ignores all non-resort skiing users of LCC. So how does a multi-hundred million dollar capital charge with tens of millions in annual operating costs make it onto the solutions list for the sole benefit of 2 private for-profit businesses. Isn't this just plain and simple a socialization of costs while privatizing profits for Alta and Snowbird?
26. **Claybourne Elder:** People might prefer to ride a gondola then take a bus up the canyon, is there a planned survey to see how many more people might want to ride the gondola and what that would mean financially? Will UDOT ask Salt Lake Country residents if they would use it, if they think it will prevent accidents and how many tax dollars should go toward the project?
27. **I Love Little Cottonwood Canyon:** If they don't allow dogs up the canyon due to the sensitivity and protection of our watershed, why should they allow construction of a 4 lane road that will come uncomfortable close to Little Cottonwood stream?
28. **Aaron Evans:** Wouldn't the gondola option have a much smaller environmental impact than road widening, diesel powered buses, and snow sheds?
29. **Sheila White:** What % of the capital costs have Snowbird and Alta agreed to assume given that industry consolidation, plummeting per day costs of annual passes has created the traffic problems in LCC/BCC?
30. **Norm:** Isn't the gondola or road improvements alternatives (third lane) actually part of the mountain transportation system being worked on by CWC? How can CWC effectively work on such a system before it knows what the UDOT preferred alternative is.
31. **I Love Little Cottonwood Canyon:** I have heard you state that you have "no jurisdiction over the ski resorts ticket sales" so WHO DOES have jurisdiction over the ski resorts? Who can establish a law that would restrict the number of people on the mountain? Wouldn't the toll station provide an easy way to limit the number of people allowed up the state's canyon if you can't influence "ticket sales"?
32. **Pines:** I think if UDOT cared about safety they would have lowering the speed limit #1 on the agenda
33. **Claybourne Elder:** What do we do about the 61 avalanche paths that aren't addressed by snow sheds?
34. **Kyle:** Will you clarify if the Gondola requires 2 mobility hubs? In the Enhanced bused options, the projects require 2 mobility hubs.
35. **Aaron Evans:** In comparing the two options, shouldn't UDOT, and will UDOT take into consideration the rate of vehicle accidents in LCC during all times of the year and then project how many accidents and injuries will be decreased if UDOT selects the Gondola? Is not one of the primary criteria to provide safer access to the canyon? Will this information be included in the EIS?
36. **Sheila White:** If the 7-11 on the corner of Ft Union Blvd and Wasatch decides to give away free cases of beer to all customers with proper ID who are 21 years of age or older, who has the authority to deal with the ensuing traffic nightmare.
37. **I Love Little Cottonwood Canyon:** Your purpose statement says that you will preserve the "value of the Wasatch Mountains", what exactly do you mean by "value"? Are you contributing "value" to income the ski resorts bring to the state, to the protections of Utah's water source, or to the recreational

opportunities, beyond skiing, enjoyed by visitors? If you believe all three are of value, why is transportation to the ski resorts your primary objective?

38. **Brittany:** How long would it take to build a third lane in LCC and how many cement truck trips would it require up and down the canyon? I imagine the construction impact to the environment and residents will be severe.
39. **Matthew Sibul:** it's crazy to me how the rail alternative was dropped. a total lack of vision. it was not even analyzed in a fair way. it does not need it's own alignment like the engineers said it does. that way the impacts to the natural environment are the same as the roadway alts. also, it's running on clean electric power, no emissions! please explain.
40. **Sheila White:** What about people who want to buy cigarettes or soda at the 7-11?
41. **Erica:** Why were trains eliminated as a reasonable alternative? Trains are clearly the best long-term investment.
42. **Sheila White:** how many electric or non-polluting buses could be purchased for \$400 million
43. **Jared Zitnay:** Yes to Sheila White's comment about the gondola ignoring non-resort users
44. **Pines:** So unless you're going to the end of the canyon, you have to take your car, since there are no stops along the canyon.
45. **Sheila White:** Where is everyone going to park and/or leave their cars for a gondola system
46. **Zniemeyer:** A few questions: 1) Have climbers been considered at all with these plans? Climbers use different parking areas and have very different priorities than getting to the top of the canyon 2) Why does roadside parking need to be eliminated? How many accidents are currently caused by people crossing the street? Could these be eliminated by lowering the speed that people drive the canyon? 3) Why does Wasatch Boulevard need to be widened? The only time I have had issues with it is powder days.
47. **Matt Rocha:** would the alta buses stop at both wildcat/Collins and Albion? or would there be an Albion bus and a wildcat/Collins bus?
48. **Kirsten Sherwin:** I would like to elevate the question about high-speed train service that would use an existing lane.
49. **Erica:** trains offer rapid stops at various recreation needs. Why is a gondola a reasonable alternative?? Maintenance prone
50. **Pines:** Yes, Traffic on Wasatch is really only powder days as far as comute traffic, there is none
51. **Kirsten Sherwin:** Gondolas are archaic and would be shut down in high winds.
52. **I Love Little Cottonwood Canyon:** How much has been spent on this study to get to these three solutions?
53. **Christian Low:** In the increased bus service options it is important to consider getting people between Snowbird and Alta. This is true for employees and guests. Why is this not a consideration?
54. **Pines:** Not a fan of destroying the canyon views with aa gondola flying over head, get out of your cars and into busses

55. **Erica:** Trains have already been proven to work well in the city and could network better with existing train lines within the valley. Trains have shown more effective than buses throughout the valley
56. **Matt Rocha:** if the gondola terminates at the Collins/wildcat base will there be shuttles for those who wish to go to albion base be available?
57. **Toni:** A 3S Gondola will work in very high winds since it is not running on one rope like a chairlift.
58. **Kirsten Sherwin:** Tunneling, high-speed train service are both weather prone.
59. **Dave Fields:** 3S gondola can carry more passengers, up to 5K per hour, and operate in high winds with significantly fewer emissions than vehicles. Dave Fields, Snowbird
60. **Sheila White:** what is UDOT doing to break the “no friends on a powder day” mentality of weekend powder hounds. My own informal personal studies put single car drivers on the weekends at almost 40% of the overall traffic problem. Why isn't there a fee-based auto solution?
61. **Pines:** so you can unload 30 gondola people and load another 30 people in under 120 seconds??
62. **Steve Jansen:** Why is there not an option that includes parking or passenger drop off at the Gondola base?
63. **Zniemeyer:** If Wasatch boulevard were expanded, I doubt bikers would want to continue riding it. Studies need to be done about the number of bikers that would continue to use a 7 lane highway like 700 E or state street. No road bikers I know enjoy riding on that.
64. **Pines:** There are literally no busses in the current powder days traffic, seems you just needs some busses and forget all this nonsense
65. **Kyle:** Why has UDOT decided to limit mass transit to approx. 1000 passengers? We understand that mathematically, 1000 passengers would improve traffic flow on the 30th busiest day of the year. The reality, we all fear, is traffic will still be very congested and parking lots will be overflowing, and UDOT will have spent over \$300 million taxpayer dollars for an under utilized mass transit system. On the one hand this study proposes under utilized mass transit, it, on the other hand this study leaves open the possibility that SR 210 be used to its highest capacity (the red snake we all know and love) while running 1000+ (up to 5000 passengers) via mass transit. This will lead to over crowded ski areas, over crowded trails, and severe and irreversible environmental damage to a vital watershed. UDOT MUST examine the minimum passenger impacts and maximum passenger impacts. UDOT should be minimizing as much as possible the cars that travel the canyons, rather than using expensive mass transits as a “pressure release valve
66. **Kirsten Sherwin:** I'm still advocating studying a tunnel as an alternative to remove avalanche removal wait time and the 4X4 requirement.
67. **Zniemeyer:** Nobody would take an extra 30 minutes to ride a gondola if they could drive in less time
68. **Kirsten Sherwin:** ^THIS
69. **Bruh moment 7:** agreed
70. **Pines:** Part of Wasatch is on sensitive land and earthquake fault line. Doesn't this put people and homes in danger even more so
71. **Kyle:** Studies show that potential riders do not want to change modes of transportation more than once

72. **Toni:** Why is there no Gondola system from the gravel lot?
73. **Pines:** Do these people size loads take into account everyone carrying ski equipment with them?
74. **Kirsten Sherwin:** If you have more than one child in ski school, families are not going to ride a gondola with all of their ski equipment
75. **Sheila White:** Why is time even a factor? Seriously who cares? It's a dead end canyon with limited space! Like the limits placed on bars and restaurants by the Fire Marshall why isn't there a limit on people in LCC and more specifically people at each of these private for-profit ski resorts?!!
76. **Kyle:** ^the EIS says because it impacts private homes
77. **Norm:** It doesn't appear that the results/recommendations from the Mountain Accord \$1 million dollar transportation study (Parsons/Brinkerhoff) were incorporated into the alternatives for the UDOT EIS? Specifically recommending against blasting a third lane up LCC, and for a gondola connecting both cottonwood canyons with PC. Could UDOT tell the public why the results from this study were, basically ignored? What changed from two years ago when the study was completed?
78. **Christian Low:** Why does option 2 show a lower O&M cost than option 1? doesn't make sense. number of buses is same and road widening means more road surface to maintain. Please explain.
79. **Erica:** What is the life span of a gondola???
80. **Marvin Lorica:** Very few people will use the gondola in the summer when they can just drive.
81. **Wayne Niederhauser:** Did UDOT consider snow days in the seat time analysis between the alternatives when buses and cars can take several hours to drive up or down the canyon?
82. **Sheila White:** Are the Tourism Dollars sparkling in UDOT's eyes being offset by the loss of revenue and usage by all locals who'll find other locations in which to recreate?
83. **Brittany:** Yes, you absolutely should analyze summer service of the gondola. Why would this only be a winter season option?
84. **Pines:** Yes, limits in canyons
85. **Kirsten Sherwin:** Seriously, I feel like this study ignored the amount of families who travel up to the canyons. If you have more than 2 skiers in a group, you are hauling a truck of equipment that simply does not fit on a gondola.
86. **Matthew Sibul:** of course the gondola or any alternative should be considered for the summer. why would such an investment be made and only operate it 4 months a year?!?!?!?
87. **Matt Rocha:** would buses and gondola run on extended hours so those who wish to or need to stay up later then ski times to be able to get down later in the evening?
88. **David Stein:** Moderator, please exclude Abdul Arkmani as it is just showing as garbage. Perhaps UTF-8 data, but doesn't work in this window.
89. **Sheila White:** At what point do we say enuf on unrestrained development for development sake. Look at Arches or Zion, now virtually impossible to visit even for locals.
90. **Jens Christensen:** The gondola sounds expensive and very inefficient travel wise
91. **Toni:** Does EIS consider the positive effect of the Gondola to tourism and the Salt Lake economy?
92. **David Stein:** 45 minutes on a Gondola is NOT attractive, especially if it's slower.

93. **Sheila White:** Again why is the goal of UDOT to bloat LCC with as many people in the shortest amount of time? Isn't that solving the wrong problem?
94. **Wayne Niederhauser:** When comparing the gondola versus the 24 buses traveling up and down the canyon (one bus every 2.5 minutes), will a detailed traffic study be completed by traffic engineers showing the impacts (on most any snow day in the canyon buses and cars slide off the road and get stuck blocking traffic) and congestion caused by the increased frequencies of buses and personal vehicles versus no buses in canyon through choosing the gondola option?
95. **Jared Zitnay:** Full length bike lane and shared use path on Wasatch will be very, very welcome
96. **Kirsten Sherwin:** I invite this team to go to Snowbird and Alta during high ski season, when both tourists and families are congregating. Sit in the Sunnyside lodge and you will find families camped for the DAY during ski school.
97. **Milos:** Will i be able to Xue Hua Piao Piao bei feng xiao xiao?
98. **Pines:** There is not enough traffic on Wasatch to be doing this work and turning it into a freeway. Tanking our property values. By the time traffic gets bad enough, the center of the city will have altered and we will be living differently. The most important thing in 2050 ia a bike lane and clean busses
99. **Martin:** if you are really be interested in the public opinion, you would study trains too. Europe, pikes peak, Brazil etc are building trains but we are even not studying it. I think its ridiculous.
100. **Kirsten Sherwin:** ^Martin, your comment about trains is spot on
101. **David Stein:** No room for a train, also subject to avalanche closure.
102. **Jared Zitnay:** ^
103. **Kirsten Sherwin:** Not if they are underground, David
104. **Eric Bellan:** Are there plans to increase plowing up LLC to keep both bus and car lanes clear?
105. **Erica:** Buses are subject to avalanche closure
106. **Jens Christensen:** I'm up for the idea of trains
107. **David Stein:** Plus no room for two tracks, you'd need to cover both directions or no throughput.
108. **Pines:** I think in the canyons the busses are better then trains or gondola, they have smaller footprint and not in our beautiful canyon always
109. **Erica:** You don't need two tracks, just passing sections
110. **Kirsten Sherwin:** Again, trains are underground
111. **David Stein:** Only cog railroads can handle that pitch.
112. **Jens Christensen:** Subways do it all the time.
113. **Asher:** wasatch blvd needs a small barrier of some sort (similar to a curb) seperating the bike lane from the road. It would be much safer for bikers
114. **David Stein:** And they are VERY problematic for sidings.
115. **Erica:** Indeed, cog rails are used worldwide to use thousands of people in mountain areas
116. **Norm:** Why were the results of the 2012 Salt Lake County Mountain Transportation study ignored. That study recommended that a gondola from PC connecting the two cottonwood canyons was something that should be studied in the UDOT EIS. The county thought the gondola proposal

could reduce congestion and increase mobility on SR-210 by deflecting cars from traveling to LCC from SLC and keeping those already in PC from making the long trip driving down Parley's .

117. **David Stein:** Subways don't go up 9% grades. In snow
118. **Jens Christensen:** Again below the ground, not above the ground So snow wouldn't be an issue
119. **Kirsten Sherwin:** It's not a subway. It's a tunnel with a train. And it seems other countries can handle it fine with higher grades
120. **Marvin Lorica:** Has zero emission busses been taken into account for an environmental impact study?
121. **Pines:** When is UDOT publishing a seismic safety study... that demonstrates that this new infrastructure along the Wasatch fault lines will be safe, and how much additional cost is required to make construction seismically sound
122. **Kandisc:** Free busses and and expensive toll for single occupancy vehicles
123. **Norm:** Why aren
124. **Brittany:** I've heard Snowbird and Alta commit to paying for employees and passholders to ride the gondola, which based on bus ridership now, would contribute between \$2-3 million annually on a system that is more sustainable and has a longer life cycle by 3-4 times. Will the longer life cycle and contributions from the resorts be weighted in the final decision?
125. **Kyle:** UDOT needs to examine the safety of bus options without snow sheds. The proposed projects only save us 4 to 5 days of closure days while costing us \$82 million dollars.
126. **David Stein:** All these issues are handled by Cottonwoods Express proposal <https://www.dropbox.com/s/g0bjoposmk30a1g/Little%20Cottonwood%20Canyon%20-%20Boring%20Company%20tunnels%20proposal.pdf?dl=0>
127. **Pines:** yes, busses are and continue to improve on low emissions and zero emissions technology
128. **Zniemeyer:** Wouldn't tolling solve lots of our problems? Has this alternative been studied?
129. **Kirsten Sherwin:** HI David! Thank you for posting the link
130. **Kandisc:** yes tolling!
131. **Kyle:** Do snow shed not have significant environmental impacts and would significantly change water runoff and plant life in the snowshed zones
132. **Sheila White:** So between widened roads, berms, snow sheds, towers, gondolas you're saying that LCC's only value is as a ski resort use area?
133. **Pines:** bikers on Wasatch soared during virus shut down, people want to ride on Wasatch when its safe
134. **David Stein:** Hi Kirsten, thanks!
135. **Ashley Anderson:** How do you plan to prevent bottlenecking if only wasatch is widened and not N little Cottonwood?
136. **Jared Stewart:** Would the berm bike lane be an uphill lane only? how would bikes get down?
137. **Kandisc:** Yes sheila! We need to value all the uses, resort skiers should not dictate everything
138. **Martin:** at david: trains are going up to 45 %

139. **Sheila White:** If skiers can pony up \$700-1200 for annual passes why not simply toll cars into LCC charging substantially higher amounts for single non-carpooling vehicles to enter LCC?
140. **David Stein:** Ill capture the chat at the end and analyze all the concerns and how each alternative handles them.
141. **Pines:** Freeway to nowhere
142. **Zniemeyer:** So 45 hours is worth hundreds of millions of dollars? NO
143. **David Stein:** Only cog railroads handle 45%, I've skied Tuckerman Ravine many years and ridden the Mt. Washington Cog Railway.
144. **Megan Anderson:** Do you have a detailed plan for evacuating the canyon in an emergency with all of these extra people, or will this be a modern day Titanic? I would like to hear the plan for evacuating the canyon.
145. **Pines:** Yes, the canyons are for all not just the skiers
146. **Erica:** Switzerland is full of functional cog rails that travel quickly through mountainous terrain.
147. **Megan Anderson:** How do you plan to protect the watershed with the extra lane? There are parts so narrow you will build I
148. **Kirsten Sherwin:** Local skiers who buy an annual pass should receive a reduced toll cost for having 2+ riders in their cars.
149. **Megan Anderson:** build over the water.
150. **Zniemeyer:** Why are we reducing parking at all?
151. **Martin:** so why no study on a cog rail? I could think of an entire list of advantages for climbers, bikers, hikers, skiers and the workforce plus the nature for sure
152. **Jens Christensen:** Yep its something I would look into
153. **David Stein:** Over the water? I'm sure all the homeowners and hikers who love streamside walking would love that.
154. **Zniemeyer:** How are other areas going to be accessed that aren't at these designated trailheads?
155. **Chris espinoza:** Eliminating all roadside parking would effectively eliminate most of the climbing in LCC
156. **Pines:** But you have to take a car there because busses and gondolas do not stop at trail heads
157. **Barbara Braeden:** Are the 2 bus options using ELECTRIC busses to eliminate exhaust pollution?
158. **Megan Anderson:** Yes, I plan to post pictures in Save Little Cottonwood Canyon of where the extra lane will go over the watershed. If you care to see it, those will be up by Thursday.
159. **Pines:** Busses are becoming zero emissions
160. **Megan Anderson:** Was rock climbing even considered in this study? The extra lane cuts off 199 bouldering routes.
161. **Norm:** Why aren't the ski resorts paying for construction costs for this elaborate parking lot and transportation system that will benefit two ski resorts. Colorado resorts with gondolas to the base facilities were constructed by the resorts. The UDOT proposal goes to two ski resorts. It expands their parking capability and increases the number of customers. In what world do the ski resorts get

- free parking garages and transportation this for free from the taxpayers? They should pay the costs to construct. State should only pay if the transportation system connects all the resorts
162. **Kaitlin Abare:** Why aren't there any "mobility centers" north of Holladay? And why only one north of Murray? That means a significant number of people will still need to drive a distance and by that point they will be less likely to use the bus at all. ^^ And I support the train exploration.
163. **Jared Zitnay:** How will it affect the Town of Alta budget if they can't ticket all the idiots parking in the roadway during the winter?
164. **Megan Anderson:** Was wildlife studied? What are your findings about how drastic changes may impact the animals who call the canyon home.
165. **Barbara Braeden:** Has an underground train been considered in the 105 options UDOT considered? This could be a loop linking Little Cottonwood Canyon resorts to Big Cottonwood Canyon Resorts to the Park City Resorts.
166. **Jens Christensen:** Are there other ways to get to the bouldering sites?
167. **Megan Anderson:** Can you confirm the financial responsibility falls to tax payers alone?
168. **Pines:** WHAT'S THE SOONEST DATE THAT THIS CONSTRUCTION WOULD COMMENCE?
169. **David Stein:** Boring Company constructed twin tunnels with multiple exit/entrance stations in Cottonwoods Express proposal
<https://www.dropbox.com/s/g0bjoposmk30a1g/Little%20Cottonwood%20Canyon%20-%20Boring%20Company%20tunnels%20proposal.pdf?dl=0> handles all of these, I will post on UDOT LCCEIS page a link to analysis after the meeting, probably tomorrow.
170. **Kirsten Sherwin:** No single vehicle occupancy would reduce congestion
171. **Megan Anderson:** You can hike miles to the bouldering sites, but it feels very foolish to build an extra lane with tax dollars and limit year recreation.
172. **Eric Bellan:** Is there a way to combine them to toll single use vehicles only?
173. **Kaitlin Abare:** The traffic volume data that you are using dates from the 2017-2018 season (Draft Vehicle Mobility Analysis Appendix I and Little Cottonwood Canyon Alternatives and Climate Change Appendix B) and traffic from that year in no way represents current winter volume with the Ikon pass launching for Alta and Snowbird in 2018. Are you reevaluating the volume that you are using to get an accurate read on the changes that are needed and to better understand the growth trajectory?
174. **Megan Anderson:** year round recreation for taxpayers
175. **Dave Fields:** Resorts historically have paid for all ridership of season passholders and employees on the ski buses and last year contributed to fund additional bus service. Recent study showed 85% of ski bus ridership was among those groups. These options would increase ridership dramatically in those groups.
176. **Toni:** Why is the Gondola system not considered for year round operation? This could offset the operational cost drastically.
177. **Pines:** I don't think we can say no single drivers but toll them is an option
178. **Dave Fields:** Gondola creates revenue through scenic ride fees.

179. **Pines:** Not interested in a gondola flying over head up our beautiful wilderness, its Disneyland
180. **Sheila White:** Tolling upper canyon only.....what a joke! Has anyone at UDOT even been up Big Cottonwood last season. Skiers at Solitude were willing to park 1/2 mile down the road to avoid the parking fee. Why would LCC skiers act any differently?
181. **David Stein:** During the offseason Gondolas tend to lose money.
182. **Christian Low:** If no single use vehicles this severely restricts employees or guests who have to go up canyon and stay later then bus service runs. How is this issue handled?
183. **Kirsten Sherwin:** ^You can if you do it right. For example, employees would be exempt from the 1 occupant rule.
184. **Zniemeyer:** When would the no winter roadside parking end? The current November to Mid-May restriction would stop all climbing
185. **Matt Rocha:** for tolling have you looked into no stop tolling either bill by plate or a transponder similar to some tolling in states bridges and highways?
186. **Toni:** What is the offseason of a Gondola? There is none.
187. **Sheila White:** How would a photographer be able to use LCC?
188. **Jens Christensen:** The only downside I've found to the underground train is its expenses.
189. **Asher:** who would want to sit in a gondola with other random people for an hour? no one would take it
190. **Wayne Niederhauser:** How can we read the all the comments that have been filed with UDOT?
191. **Leslie Hugo:** Thank you! Great information!
192. **Dave Fields:** in my conversations with the gondola manufacturers the ride would be about 27 minutes from mouth of canyon to Snowbird and another 8 to Alta.
193. **Toni:** There are hundreds of examples around the world of installations like the proposed 3S generating a huge amount of revenue as a sightseeing ride.
194. **Kirsten Sherwin:** You did a great job, Josh!
195. **Tamara Lazarev:** It seems that UDOT is trying to solve a problem that can be easily solved with a proper management of capacity. They should instead come up with a solution to limit the number of cars that can go up, only 4x4 but most importantly they should spend tax dollars on building tunnels and snowsheds to ensure that the road doesn't need to close in heavy weather. Most of the issues we have with car congestions in the LCC are due to avalanche closings or accidents by cars that shouldn't be allowed up or down
196. **Glen Wilardson:** how will plans and widening roads on Wasatch impact residential housing in the area?
197. **Pines:** Save the gondolas for Disneyland not the wilderness, stick to the roads
198. **Kandisc:** Can you provide details as to where the gondola stations and infrastructure would be? I am concerned that the gondola's support pillars would destroy wild spaces.
199. **Pines:** Widening Wasatch has a huge negative impact on the residential area, especially if they don't lower the speed limit, due to noise and safety

200. **Tamara Lazarez:** We live in one of the houses at the edge of North LCC road, what is the impact of the proposed road widening to the 7 homes long that road/ ?
201. **Pines:** We are helping tourists at the expense of residents
202. **Kelli:** What is the impact on the wilderness and wildlife of the proposed road widening or gondola?
203. **Bret KF7VRU:** I see Gondola cable towers obstructing access to wildlands MUCH LESS than cog railway right of way if built up slope beside the road.
204. **Pines:** There standard of development that Cottonwood Heights has established and UDOT is just ignoring them. Clean Busses have my vote, they are only in the canyon when needed and keeps it natural for all to enjoy. Trains and gondolas are not for this magnificent wilderness area
205. **David Stein:** Kids will LOVE the Cottonwoods Express. Watch a video on YouTube for their reaction to Teslas' acceleration.
206. **Zneimeyer:** Why would this get funding when we're reducing education funding?
207. **Jens Christensen:** We could raise taxes. Not that I agree with that but its a possiblity.
208. **Chris Espinoza:** All current options (especially no roadside parking) would eliminate climbing. There is a large climbing population in Salt Lake City and what is being doing to preserve this recreational activity?
209. **Megan Anderson:** This is what you get when a road building entity is tasked with the future of the canyon.
210. **Zniemeyer:** Ha! Utah, raise taxes? All of these alternatives assume everyone is going to snowbird or Alta. How are lower canyon users being considered?
211. **Sheila White:** Will locals receive any special discounts, privileges or other benefits over tourists whatever the solution?
212. **Pines:** We don't want the nightmare highways that have been built on the west side running along our mountains
213. **Christian Low:** Also how are people getting to the various homes and lodges? especially if one person in vehicle?
214. **S Pruitt:** How many lawsuits do you expect whatever your proposed solution is to generate?
215. **Pines:** Are you going to widen Wasatch more between Fort Union & Bengal? Isn't that sensitive area and a fault line, isn't that putting homes in danger & citizens?
216. **Brennan Crellin:** Is the goal, or target outcome stated?
217. **Kirsten Sherwin:** As a reminder, this group is bound to the budget as well as legislation. Any comments can and should be forwarded to your rep. If we want more \$\$ to look at more options, we need to advocate for it
218. **Barbara Braeden:** you said 63 minutes total travel time
219. **Patrick Shea:** What are the chances of adding a fourth option to UDOT's 3 options?
220. **Pines:** How about just adding more busses, all this is not necessary

221. **Jens Christensen:** Have you considered building trains in cottonwood to help with the transportation
222. **David Stein:** Gondolas are already relics.
223. **Erica:** agreed
224. **Pines:** UDOT is building a highway to nowhere! Just add more busses. The park & rides are full, just expand it. As far as afternoon commute, there is no backup worth all of this destruction and cost
225. **Kandisc:** The needs of all users need to be considered:
226. **Pines:** If you keep paving people will just fill up the roads, how far can you expand? You have to make buses accessible, easy & safe. People will take the bus if they are available and convenient
227. **Norm:** Is UDOT expecting the ski resorts (Alta and Snowbird) participation to help fund this project? The two resorts are the main beneficiaries. I think it ludicrous that the public is expected to subsidize \$300 million to two ski resorts.
228. **Kandisc:** The needs of climbers, hikers, snowshoers, backcountry skiers, photographers should all be considered, not just the needs of resort skiers. I think the best solution is a toll and increased buses. No snowshed, no gondola, not road widening. Gondola will get shut down by wind, wide roads will interfere with parking, bouldering etc.
229. **Pines:** agree Kandsic
230. **Tamara Lazarev:** agreed
231. **Erica:** trains can accommodate lots of rapid unload stops
232. **Pines:** really think a train would destroy the natural beauty of the mountains, busses are less footprint
233. **Brennan Crellin:** Widening the road would be a very sad outcome. I strongly support the gondola alternative (for daytime full canyon travel), continuing lower canyon road access, early morning backcountry access, and canyon resident road access. This has been a beautiful solution to local and tourist travel in Ruinaulta canyon, Switzerland.
234. **Jens Christensen:** Underground trains not surface ones.
235. **Pines:** Not a fan of the gondola and having a flyover in our beautiful wilderness. Busses are best, smallest footprint . Can an underground train be built in an earthquake zone and through the granite?
236. **Kandisc:** What was the guy's name that said they are not very concerned about the environment?
237. **Jens Christensen:** Should roads, houses and ski resorts be built in an earthquake zone? Why do people who live in cali its the literal definition of an earthquake zone
238. **Kandisc:** Buses do have the smallest footprint and the smallest cost, and with a toll, solve all our problems
239. **Jens Christensen:** No one likes tolls. I'm one of them
240. **Brendan:** Do you change on the gondola at the angle station to a new line like a mid station?
241. **Kandisc:** Of course no one likes tolls, they work though
242. **Kaitlin A:** ^ kandisc- Vince but didn't catch the last name.
243. **Kandisc:** ThANKS KAITLIN
244. **David Stein:** Where will the recording be posted on the Website? Email to participants with the link?

245. **Pines:** As a survivor of both the Los Angeles and San Francisco quakes... many people died when the freeways sandwiched the cars between them. They take huge precautions and building restrictions, they have done it, it can be done, just posting the concern and expense
246. **Patrick Shea:** Any chance of answering my question about the chances of adding a 4th option to the UDOT 3?
247. **Kyle:** Tourism is out side the scope of the Purpose and Need
248. **Pines:** 4th option, more buses and forget the rest
249. **Jens Christensen:** tourism helps strengthen economies
250. **Susie:** Isn't the traffic problem only 10 days a year for a few hours?
251. **Jens Christensen:** Traffic is traffic
252. **Pines:** snow days about 10 days a year
253. **JR:** and a gondola is pretty?
254. **Pines:** Why is UDOT so against lowering the speed limit to 35-40 all across Wasatch? It would keep the noise pollution down, make the road much safer and allow for more sharing of the road.
255. **Dave:** How do we ask a question to Josh Van Jura?
256. **Jens Christensen:** Because Utah's are notorious for speeding. If they lower it they will just go 40-45. Which could help but still some of us are speed demons and we prefer going faster.
257. **JR:** more busses
258. **Pines:** Why are you taking so many questions from I Love Cottonwood Canyon? One question 5 questions inside of it.
259. **Jens Christensen:** Have you attended live streams before pine?
260. **Alexandre Viau:** lol
261. **Jens Christensen:** That's just how it goes.
262. **Pines:** The option for those that can't afford the toll is the bus, its not perfect but nothing is perfect
263. **Kandisc:** Tolls and buses!!
264. **Chris Espinoza:** Are there reports to show how much of the roadside bouldering/climbing will be destroyed with widening the lanes in LCC?
265. **Dave:** @Josh, what are you doing to preserve and better bicycling access on SR 210?
266. **Asher:** is traffic worse going up canyon or down canyon? what if you widened the road but the extra uphill lane is a bus lane and the extra lane on the downhill side is reserved for roadside parking only.
267. **Alexandre Viau:** Well, sir, there's nothing on earth Like a genuine, bona fide Electrified, six-car monorail What'd I say?
268. **Jens Christensen:** Yep
269. **BobbyL:** Will the gondola be able to run and bring people up canyon if UDOT is doing avalanche control?
270. **Pines:** Elon Musk... Boring Company... thru the solid granite and fault lines... Done!
271. **Brendan:** Same question as Bobby L

272. **Jens Christensen:** Yep. We've done it before we can do it again
273. **Brendan:** Also, will the gondola run if Interlodge is in effect?
274. **Kelli a:** I understand your argument on not putting a toll in place but I feel if you can afford to go ski you can afford to pay a toll.
275. **Pines:** I'm told people that work at the resorts get caught in traffic coming down the canyon, shouldn't the resorts have their employees on a shuttle 1st before tax payers are required to fork up and mess up our community?
276. **Norm:** County is required to have secondary egress from all subdivisions.
277. **Pines:** Wouldn't the toll run year round? Not just in ski season?
278. **Bret - KF7VRU:** Boring Company tunnel machines are fun to consider!
279. **Dave Fields:** In addition to the bus service, Snowbird pays for 22 UTA RideShare vans for employee usage. I believe all of the resorts are now using RideShare vans. We also partner with Canyon Transportation to provide 14 van trips per day for employees.
280. **Pines:** I have heard lots of employees complain about driving in traffic, maybe they should be required, as a start
281. **MP:** If the answers to some of these questions are in the information thats already public I think we can skip em
282. **Jens Christensen:** I agree
283. **Megan Anderson:** I agree with Pines. If we are cutting back on traffic employees taking the bus would help greatly.
284. **Dave:** Did I hear right that bicyclists and pedestrians are not being considered in this project??
285. **Alexandre Viau:** Yep... but this is how every public meeting goes, some good but a lot of repeats/lack of research/common sense
286. **Asher:** how many people can fit in each gondola?
287. **Tamara Lazarev:** 9
288. **Alexandre Viau:** But can my dog hang out on the gondola...
289. **Pines:** As the population grows, eventually aren't a million people going to be clogged on Wasatch Blvd on a snow day, how much can we expand the roads? Eventually doesn't there have to be a canyon limit? I heard 3 yrs ago our canyons we're at a limit.
290. **Kandisc:** I tried to find the footprints for the gondola and road widening and sheds that were referenced, but didn't locate them. Could you link to these footprints that exist at this time?
291. **Megan Anderson:** Yes, Little Cottonwood Canyon was deemed too fragile for the Olympics in 2002. That hasn't changed. We should be looking to preserve it, not cram as many people as possible in the ski resorts.
292. **Pines:** Are dogs allowed in Little Cottonwood Canyon? Agree Megan Anderson
293. **Dave:** @Pines, dogs are allowed for canyon residents who have a dog permit.
294. **MM:** Dogs are not allowed

295. **Megan Anderson:** No, dogs are not allowed because we need to protect the watershed. The extra lane will cause slides negatively impacting the watershed. This could happen with the gondola as well.
296. **Pines:** If people don't care about skiing in beautiful nature, they can go ski at the mall in Jersey.. there are other options for people than sitting on Wasatch Blvd
297. **Kandisc:** Similar to what Pine and Megan said, will the EIS consider carrying capacity of the canyon? Should our goal be only to shuttle as many people into the canyon as possible? I don't mean excluding only those who can afford it, but is there any consideration to how much traffic of all kinds the canyon can sustain in the EIS?
298. **Pines:** Agree Kandisc, its got to be thought through opposed to just expand, expand, expand
299. **Dave Fields:** 3S gondolas can carry approximately 28 passengers per cabin.
300. **Pines:** Did UDOT use the word wilderness???
301. **Susie:** Tolling only on high ski days should be considered.
302. **Tamara Lazarev:** @dave fields - thanks for the correction. 28 passengers not 9!
303. **Sheila White:** Josh, I appreciate your attempts to address our questions, but saying that a gondola solution benefits everyone including non-resort skiers and then in the next breath saying that funding will hopefully be coming from UT Legislature....that is/was the exact definition of Socializing Costs and Privatizing Profits. If Alta/Snowbird contribute nothing then they have everything to gain
304. **Dave Fields:** Here's a video of a 3S gondola in Ischgl, Austria like what could be used in LCC: https://www.youtube.com/watch?v=oi265_P028c
305. **Pines:** How are you going to deal with the traffic on Wasatch & surrounding areas getting to the gondola opposed to the mobility hubs on Highland & the gravel pit and busses getting up the canyon
306. **Megan Anderson:** Thank you Sheila!
307. **Sheila White:** Your concern for "poorer" users of LCC on the surface seems noble but is completely misplaced. Have you priced ski tickets and/or equipment lately? Skiing is not for the poor. A toll system favors those who carpool and penalized those who don't.
308. **Jens Christensen:** Yeah skiing is super expensive.
309. **Pines:** I have not seen a gondola going up the center of a wilderness canyon. Besides, its up to the citizens of Utah if we want that for Utah. Personally I do not want a flyover up our amazing canyon
310. **Norm:** Big criticism of SkiLink was that it was exclusive to only two resorts. UDOT is now proposing a gondola that will primarily service only two ski areas. Big benefit of SkiLink was that capital costs would be borne entirely by the ski resorts. UDOT proposal serving two ski resorts would be paid for by the public. Why does UDOT think that the ski resorts shouldn't contribute to the transportation system like they were willing to do with SkiLink. Why wouldn't UDOT be against the SkiLink proposal because it would be financed prby someone else and not a state system?
311. **Buc Buchanan:** While we work on this plan, where can we see the policies and procedures for snow days/closures for this coming season?
312. **Alexandre Viau:** Monorail!

313. **Taylor D:** Doesn't the "scale up" capacity of a gondola basically not exist (you can't beyond what is proposed today) vs. you could double the bus capacity to 2x of the 6 you are doing to each resort? It seems easier to scale up, no?
314. **Jens Christensen:** Good response
315. **Taylor D:** How long would the gondola take to build vs an additional lane in LCC?
316. **Pines:** Hydrogen buses are non emissions
317. **Jens Christensen:** But what about putting the tracks underground I'm aware this is will be way more expensive but I feel like it work better then it being built above ground.
318. **Taylor D:** Doesn't a 30-40 minute gondola require heating and/or air conditioning that doesn't exist in a lot of gondolas around the world?
319. **Dave:** 2500 car parking lot? Yikes. Maybe we should be looking at better mass transit to the canyon, not just up the canyon.
320. **Sheila White:** I asked about electric or non-polluting buses and you dismissed the question by saying electric don't perform well in cold mountainous weather. So you're saying that there are zero non-polluting bus solutions for LCC?.
321. **Dave:** This is a really car centric solution.
322. **Norm:** Please explain why UDOT rejected Parsons Brinkerhoff study recommendation that that third lane construction was unacceptable because of massive environmental damage.
323. **Pines:** FYI, cold temperatures (between -5 and 0° C) affects the range of up to 38 per cent decrease in case of battery-electric buses, and up to 23 per cent decrease for hydrogen-powered buses.
324. **Brennan Crellin:** Josh, in the Gondola alternative, how would the existing LCC park-n-ride lot change? Would this lot be made multi-level, remain unchanged, or would it be eliminated?
325. **Taylor D:** If a gondola is implemented (which importantly only helps Snowbird and Alta travelers, not climbers, not Backcountry skiers, not hikers, not snowshoers, not anyone going up BCC), what will be done in Big Cottonwood Canyon? Nothing?
326. **Dave:** But they are designing for cars, not for the neighborhoods, people, pedestrians or cyclists.
327. **Erica:** Thanks Josh and Vince for addressing the train. Building a train upslope of the road is certainly not a good plan. Seems like a skimp on feasibility of alignment study. Surely there is a more reasonable alignment. The train does not need to go all the way along 9400 just like the gondola will not travel that entire corridor.
328. **Pines:** Don't you think be 2050 planning we will all have to be on busses? To just keep expanding will just destroy our air and habitat. Its better to make single cars wait and let busses pass through, most cities have figured that out.
329. **Dave Fields:** Josh, Vince and Dave - Thanks for your time the last few nights. Robust discussion.
330. **Evan Tobin:** what are the implications of weather closures or failures of the gondola?
331. **Patrick Shea:** Are you not answering my question about a 4th option on purpose? Censorship is not part of the NEPA process.

332. **Kandisc:** Agreed Dave. Perhaps an outcome of this study could be the recommendation that the canyon transit needs to be integrated with valley transit. This seems to be the true long term solution that includes and looks beyond Alta and Snowbird powder days, and expands into Josh's goal to not limit access to only the rich users. It benefits all users including those in the community not heading up the canyon on a powder day.
333. **Gay Lynn Bennion:** Josh, Vince and Dave, thank you for presenting this and being open to more suggestions!
334. **Taylor D:** If we are designing for the needs of 2050, why would we build a gondola that has a set max capacity vs something like buses, where you could just add more buses, which exist in droves via UTA? We could HOV the road or bus lane only the road from 7-10 AM and have 20 buses an hour instead of 6. If the population increase estimates are legitimate, then why build a gondola that can't easily add capacity?
335. **Pines:** Feasible and meets needs of what? Not the needs of those that go to the canyon to enjoy nature, whether they are skiing, hiking, climbing or sitting by the river
336. **Norm:** Why won't the gondola proposal by UDOT destroy the watershed like Salt Lake City said SkiLink would ten years ago?
337. **Erica:** Thank you for your presentation and time to answer questions
338. **Barbara Braeden:** Thank you!
339. **Marvin Lorica:** The link said June 22
340. **Norm:** Were UDOT cooperators' meetings audio recorded and available to the public? If not why not?
341. **Alex:** please keep in mind you have a wonderful community at the base of the canyon that wants to stay a community and not be over run.
342. **Colby Rollins :** thank you for the meeting
343. **Pines :** Thank You! Best to ALL
344. **Marvin Lorica :** Thank you!