

COMMENT #: 1
DATE: 12/10/21 9:02 AM
SOURCE: Website
NAME: Christopher Hacon Hacon

COMMENT:

I am still very strongly opposed to the gondola (which will effectively ruin one of the most beautiful canyons in the world). I am also strongly opposed to the road enhancement and especially moving the road from current location! (road realignment). Snow sheds to seem to be a reasonable option as long as they are wildlife friendly.

COMMENT #: 2
DATE: 12/10/21 9:10 AM
SOURCE: Website
NAME: Georgia Clark

COMMENT:

Please don't defile the canyon by making the road wider. It doesn't need to be widened. Just run MORE BUSES. Don't know how you can think of doing this when it will degrade the water in the river.

COMMENT #: 3
DATE: 12/10/21 9:11 AM
SOURCE: Website
NAME: Greg Bird

COMMENT:

Please install the gondola!! Best environmental decision

COMMENT #: 4
DATE: 12/10/21 9:15 AM
SOURCE: Website
NAME: Randall Rolan

COMMENT:

Spending half a billion dollars of public funds is indefensible. The gondola will be a monument to excess and wont solve the named problem (though I believe the whole green angle to be a red herring). You have been duped by the ski resorts. Please wake up and pull the plug on both plans. All you have to do is charge the skiers (me included) for a winter car pass (just like the pass to be in Am Fork Canyon). If desired effect not met- charge MORE. Simple and easy.

COMMENT #: 5
DATE: 12/10/21 9:21 AM
SOURCE: Website
NAME: Lisa Hamby

COMMENT:

The impact on our environment with your proposal is unacceptable. The gondolas are the best option for EVERY scenario. Less roads more time to enjoy the beauty of our canyon.

COMMENT #: 6
DATE: 12/10/21 9:44 AM
SOURCE: Website
NAME: Lexi Hoggan

COMMENT:

As long as the canyon remains open to personal vehicles without requiring a permit. I'm still in full support of the gondola! Love the gondola so much- thanks for performing this analysis because the constant argument against the gondola is the environmental impact & rocking climbing impact.

COMMENT #: 7
DATE: 12/10/21 9:49 AM
SOURCE: Website
NAME: Jim Williams

COMMENT:

While making these decisions and drawing lines on the maps.... Please keep in mind if widening the road, or altering the course of the road, adding parking or changing things in LCC... both Cottonwood Hydro and Hydro Holdings share easements and private lands, blanket easements but not limited to overhead and underground, above ground, mineral rights, communication lines, penstocks, waterlines, access roads, dams, buildings, powerhouses... and preserves the rights associated to access, occupy and maintain, or improve these facilities. We have noticed in years past the road base has encroached and covered sections of penstock, elevation changes have created hardships for access. Please feel free to reach out to me on these issues.

COMMENT #: 8
DATE: 12/10/21 9:53 AM
SOURCE: Website
NAME: Jim Williams

COMMENT:

The Grit mill trailhead causes issues at the ingress / egress to the Wasatch Resort. The turning lane and access point seems very dangerous. Have they completed the permitting? The drainage seems to sweep across the road to the North causing ice and travel hazards at the entrance to the Wasatch resort.

COMMENT #: 9
DATE: 12/10/21 9:54 AM
SOURCE: Website
NAME: Jack Smith

COMMENT:

As the original architect for Snowbird I proposed an aerial tram or gondola from the mouth of the canyon I made this proposal in the mid nineteen sixties when the original concepts for Snowbird were conceived. I realized early on that the avalanche prone road to Alta would become a serious problem in the future. This is now evident to everyone. An aerial system will have far less physical impact on the canyon than the alternate solutions. A bus or train solution will require snow sheds, cur and fill and will still not eliminate weather related problems. I fully support alternate B the aerial gondola as far the best solution now as I did in the sixties. Please consider my professional opinion carefully.
Thank you. Jack Smith Architect

COMMENT #: 10
DATE: 12/10/21 9:55 AM
SOURCE: Website
NAME: Richard Kanner

COMMENT:

Leave the canyon as it is. Limit automobile traffic during the winter. Provide bus service up and down the canyon and build large parking structures west of the canyon from which the bus can carry people to trailheads and the ski resorts.

COMMENT #: 11
DATE: 12/10/21 10:05 AM
SOURCE: Website
NAME: Anthony Martinez

COMMENT:

No gondola! More busses, more parking. Night bus for employees

COMMENT #: 12
DATE: 12/10/21 10:28 AM
SOURCE: Website
NAME: Jack Smith

COMMENT:

Further to my previous comment, I think that by the choosing alternate B the aerial gondola much if not most of the present parking areas can be reclaimed This will eliminate considerable pollution and regain a natural quality to the immediate environment of both Alta and Snowbird. I don't think this reclamation of land area has been fully considered Jack Smith Architect.

COMMENT #: 13
DATE: 12/10/21 11:09 AM
SOURCE: Website
NAME: Terena Jepson

COMMENT:

I like that the climbing areas and trailheads are now being considered. I am wondering if there has been a survey asking how many local skiers would actually use the gondola or cog rail options. I am an Alta (and sometimes Snowbird) season pass holder. I would not see myself ever using the gondola. With our busy family, we often just drive up for a quick couple hours to ski, or I may meet friends in between running from a game and back to other errands or obligations. We like having the control of our own vehicle to come and go exactly when we want. We used to ride the bus before we had kids, and there is a lot of waiting around, as I would assume there will be with the gondola. We are simply not in a phase of life where that works for us. Not to mention how often we may stop on our way down the canyon for dinner at Alta or Snowbird with family or friends in town. Again we like having our own vehicle for that flexibility. Also having extra gear, activities and food in the car for kids is a must for us. I know there is too much traffic and something needs to change. I guess I would much rather pay a large toll, or a high price for parking, than use the other modes of getting up the canyon.

COMMENT #: 14
DATE: 12/10/21 11:11 AM
SOURCE: Website
NAME: Cassidy Knutson

COMMENT:

How come tolling the canyons and improved access to ski buses for all, not just pass holders isn't discussed? Also has anyone considered enforcing chain/traction/snow tire laws with a toll system?? We know tolling works in Millcreek, why can't we enforce that in the canyons, and use the money from the tolls to pay for the busses. Or, what if there was a "Resident Pass" like some national parks do, where it is a sticker on the window of the car, so you are incentivized to carpool up canyon. The gondola should not still be an option. That is just ridiculous.

COMMENT #: 15
DATE: 12/10/21 11:16 AM
SOURCE: Website
NAME: Jim Kanaley

COMMENT:

Gondola permanently destroys environment and beauty. Given amount of ski gear, bus only works for me as a senior if resorts offer lockers for ski gear. Driving is so much easier and convenient.

COMMENT #: 16
DATE: 12/10/21 11:19 AM
SOURCE: Website
NAME: Fredric Donaldson

COMMENT:

The best alternative will get as many users as possible to the sites as consistently, quickly, and efficiently as possible.

COMMENT #: 17
DATE: 12/10/21 11:23 AM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

Whatever needs to be done to support the final outcome is necessary. However, while the silent majority that supports a gondola doesn't go out and bang their pans don't be fooled to think that it's a dead idea. The best part of the gondola is access in demand as opposed to waiting at a bus stop (indoors or outdoors) to be corralled like cattle and loaded on a bus. I'm against that type of solution. On demand transportation ought to be recognized as the method to control crowds and get skiers, hikers and sightseers up and down the canyons (big and little). I doubt my engineering background has any merit but I've studied and applied queue theory for four decades and buses are NOT efficient. They cause waves rather than a steady stream. They will be dependent on road access, safety issues, and what happens at the close of the day? Everyone wants to leave at the same time. Just not efficient for busses. I read that widening the roads and using buses is a small step. But I think we will end up paying for buses and gondolas once we learn that the buses were not efficient and cause large load/unload facilities at both ends. Gondola is the right choice.

COMMENT #: 18
DATE: 12/10/21 11:55 AM
SOURCE: Website
NAME: John Schuhmacher

COMMENT:

Snow Shed design is the only thing that makes sense to me. Avoid control avalanche since they do more damage to the environment then once in a while a natural one. The rest I reviewed make no sense to me. Gondola project is ridiculous and not necessary, just another tourist attraction.

COMMENT #: 19
DATE: 12/10/21 12:17 PM
SOURCE: Website
NAME: Blake Walker

COMMENT:

Build a train w/ a tunnel over to park city too. Or build a tram. Don't do the bus. Thanks.

COMMENT #: 20
DATE: 12/10/21 12:44 PM
SOURCE: Website
NAME: Camille Tranter

COMMENT:

Anything but a gondola. No gondola

COMMENT #: 21
DATE: 12/10/21 12:54 PM
SOURCE: Website
NAME: Kirk Nichols

COMMENT:

26.1.2 Section 4(f)/Section 6(f) Study Area

This study area is inadequate to address the problems of environmental, historical, recreational, or transportation concerns. This narrow area of study is connected to the entire watershed and to Big Cottonwood Canyon. Separating these areas violates the CEQ requirement of studying connected and cumulative actions and effects of this proposed action in the LCC-EIS including this revised chapter 26. 26.3.1.1 Project Purpose UDOT's purpose for the S.R. 210 Project is reflected in one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.

The study area is inadequate to meet the propose and needs statement as stated in chapter 26. If all solutions , substantially improve roadway safety, reliability, and mobility on S.R. 210, are to be contained within this irrationally narrow definition of the study area, then all the current congestion will still be brought from throughout the valley and concentrated into parking areas at the mouths of these canyons. Continuing to bring the same the current traffic volume to the canyons near the Grist Mill solve nothing; it just cost a lot of money. The study area must be expanded.

26.3.2.1 Primary Action Alternatives

The missing alternative is the superior alternative of using vehicle collection sites out in the valley and bussing people to the canyons. Cars should be required to have reservations and when reservations are full, then bus reservations must take the rest of the people until there is no more room to transport people into the canyons. Reservations are preferable to tolls.

Kirk Nichols

COMMENT #: 22
DATE: 12/10/21 12:54 PM
SOURCE: Website
NAME: Larry Clark

COMMENT:

To spend half billion dollars because there is traffic congestion for a limited season while in Davis and Weber Counties we have a mess with North/South bound corridors. Example - SR108 from 300 North in West Point to 3100 West in Roy - 2 lanes (one each direction). SR108 was widened several years ago from 1700 South (Antelope Drive in Layton) to 300 North in West Point to 4 lanes (2 each direction). Once you get Northbound on 108 at 300 North - the traffic is constantly backed up, frequently for more than a mile and Southbound from 3100 West in Roy to 300 North in West Point - same thing. We are still waiting for something to alleviate the problem up here that we have 12 months of the year and minimum 5 days each and every week. So - again - we (Davis and Weber Counties) come up short while we assure that Salt Lake and Utah Counties get cared for. So - NO to Little Cottonwood Canyon investments at least until you get the ski resorts to foot a good portion of the bill because they are the only ones that benefit financially or otherwise.

COMMENT #: 23
DATE: 12/10/21 1:15 PM
SOURCE: Website
NAME: Kate Galliett

COMMENT:

I have read the update on revised chapter 26 and de minimus impacts of each option, and I still vote for enhanced bus service and ONLY enhanced bus service. LCC is a gem of the natural world and impacting it with road widening, gondolas, or cog rail lines are all atrocious options that don't even solve the problem. Road widening just brings more cars to the canyon and to parking lots and to Wasatch Blvd causing further problems everywhere. The gondola moves tons of people up the mountain to two private businesses, but still doesn't account for those of us who recreate elsewhere in the canyon. (Thinking specifically of hunters here...) And a cog rail is a similar problem to the gondola but even worse for its impacts on the area. There are only so many beautiful places in nature. Please don't ruin this one.

COMMENT #: 24
DATE: 12/10/21 1:36 PM
SOURCE: Website
NAME: Matthew Irving

COMMENT:

No god damned gondola.

COMMENT #: 25
DATE: 12/10/21 2:39 PM
SOURCE: Website
NAME: Brian Summers

COMMENT:

There is one alternative that does not impact this area at all. Nor any other area. It is the best option. And reduces travel time sufficiently. The enhanced bus service. Toll or even better close the road to anyone but buses. Enhance the bus service then go from there. Its been the best option and with no other vehicles in the canyon and new snow sheds this will make it so everyone has access to the canyon without impacting our other recreational activities for literally on average 9 days per year!

COMMENT #: 26
DATE: 12/10/21 2:49 PM
SOURCE: Website
NAME: Mark Nischalke

COMMENT:

First priority should be given to less expensive options, such as a toll to disincentive driving. This should be coordinated with Snowbird and Alta resorts to limit available parking options; perhaps with paid parking. Enforcement of current traction laws and roadside parking should also be stepped up during snow events. I believe these options would be more cost effective and, easier and faster, to implement. The snow shed option will only reduce road closures due to avalanches, it will do nothing to reduce traffic and may even encourage more. The gondola option again will do nothing to reduce traffic unless driving is disincentivized. The same people who utilize the ski bus will utilize the Gondola because of the belief public transportation is not convenient.

COMMENT #: 27
DATE: 12/10/21 3:17 PM
SOURCE: Website
NAME: Archie Phillips

COMMENT:

The EIS makes no mention about how the enhanced Bus solution would greatly affect the air quality unless those buses were stipulated to be electric buses.

COMMENT #: 28
DATE: 12/10/21 3:54 PM
SOURCE: Website
NAME: Richard Hemingway

COMMENT:

I still believe that TRAX up the canyon is the best solution. It could run initially east from main line up 9000/9400 South and eventually west to Kennecott. Up the canyon schedule could change with the season.

COMMENT #: 29
DATE: 12/10/21 6:11 PM
SOURCE: Website
NAME: Milo Peck

COMMENT:

To anyone who does not have skin in the game (special interests) it is obvious that the gondola proposal offers an ALTERNATIVE mode of transportation unaffected by road or weather conditions. It requires far less environmental impact. It would pay for itself with fares money. It would also provide views unparalleled any where in the country. It should also be mentioned that, like it or not, tourism would be enhanced, and tourism dollars reach well into the millions of dollars, and this benefits all residents. Also, it would take far less time to build, and would NOT cause problems like those that would come with widening the road in the canyon.

COMMENT #: 30
DATE: 12/10/21 6:39 PM
SOURCE: Website
NAME: Stephen Hemann

COMMENT:

Build the Gondola!

COMMENT #: 31
DATE: 12/10/21 10:45 PM
SOURCE: Website
NAME: Amber Stratford

COMMENT:

I appreciate that the significance of the climbing in the canyon is being taken more seriously. However, not a single boulder should be removed because of this project. We need to be protecting our natural resources, not removing them to be replaced by man made structures to serve shallow wants and desires. The boulders in Little Cottonwood Canyon are known worldwide for the quality of granite and problems that they have. Every boulder in that canyon is well-known and considered a classic. Especially the boulders right off the road. To remove ANY of the boulders from this canyon would be the same as removing an arch in Arches National Park to improve the road or increase the size of a parking lot. Can you imagine the uproar? Such a thing would never be allowed or even considered. Such is the case here. We should not be contorting nature to our whim to simply increase the profits of a few greedy ski resorts. Think of the generations to come and the precedence this would set. That nature is a thing to be used and dicarded instead of appreciated and preserved. Leaving behind more roads and man-made infrastructures for our posterity. No. We need to set an example of stewardship and protection. Of respect and admiration of the natural beauty around us. Please reconsider and find an option that preserves every single boulder, trail and route in the canyon. This should be a non-negotiable when considering any alternative. Thank you.

COMMENT #: 32
DATE: 12/11/21 9:43 AM
SOURCE: Website
NAME: Stephen Rackers

COMMENT:

I'm unsure if you are asking for comments on the Chapter changes to combine the resource areas, but if so I think it is appropriate. If you are asking for comment on the alternatives, I think either gondola alternative is the preferred way to go. I do not even know how another lane is even possible, but it would be more disruptive to travel up and down the canyon during construction. Plus a gondola would be really cool. However, neither proposal is preferable to implement limiting winter travel during ski season to driving for home owners and overnight visitors and bus only for day trippers. I may be naive but this seems like a no brained and would involve no construction. Thank you for the comment opportunity.

COMMENT #: 33
DATE: 12/11/21 9:47 AM
SOURCE: Website
NAME: Douglas Wismer

COMMENT:

Snow sheds and Busses will not work. When it snows the road gets choked. What happens when just one bus gets stuck in the bus lane. Clogged again. Please Please Please build the Gondola It is the real solution.

COMMENT #: 34
DATE: 12/11/21 2:33 PM
SOURCE: Website
NAME: Stephen Capone

COMMENT:

I support the cog-rail option as the most effectual option. If the cog-railway doesn't come to pass, I'd support a road realignment with snow sheds and berms for avalanche mitigation. I don't know if a road widening project on Wasatch Blvd would decrease traffic, as I didn't see this data in the report. I'm of mixed feeling about that project option. I favor a gondola if the first two options I mentioned do not get support. I've read the full report and these are my now-better-informed positions. Thank you.

COMMENT #: 35
DATE: 12/11/21 3:41 PM
SOURCE: Website
NAME: Sheila Gelman

COMMENT:

The gondola only benefits the resorts. IF you ski or hike during the week there is little traffic except for powder days and holidays. It is waste of money for most Utahns since they cannot afford the ski pass. Buses are a better option. With climate changes there won't be enough snow,.

COMMENT #: 36
DATE: 12/11/21 4:29 PM
SOURCE: Website
NAME: Matt North

COMMENT:

The revisions to Chapter 26 of the Little Cottonwood Canyon EIS report do not change anything about the proposed gondola. Under absolutely no circumstances should a gondola be built in Little Cottonwood Canyon. If the road must be widened, it must be done minimally. Traffic into and out of the canyon must be limited and tightly controlled on peak days. This is the solution to overcrowding and traffic jams. An objective study of the canyon's finite loading capacity must be conducted, and canyon traffic must be limited to that capacity. Use of bus transportation on peak days, originating from multiple locations throughout Salt Lake Valley must be made compulsory.

We must stop cramming as many humans as possible down the gullet of the canyon, regardless of what Dave Fields wants or says. The canyon doesn't belong to Snowbird and Alta, it belongs to everyone, and it deserves to be protected from those who will exploit it for their own financial enrichment. They have the right to use the canyon as much as the rest of us, but they have no right to destroy it to feed their greed.

There is a road from the bottom of the canyon to the top. That road can be maintained, and improved in harmony with the canyon's natural state. On almost every day of every calendar year, that road is more than enough. On those few days when weather or demand outstrips that road's capacity to serve the canyon, then we should defer to protection of the canyon and require that those who use it accept its natural limitations. We live in an age of data, connectivity, and communication, and we can build systems that allow people to determine when, and how, they will have to use the canyon on public, ground-based transportation. The number of days this will be necessary is minimal, and can never justify the expense and devastation of a gondola.
Please. Save this canyon.

COMMENT #: 37
DATE: 12/12/21 12:39 AM
SOURCE: Website
NAME: Harry Watt

COMMENT:

I think it would be stupid and a waste of time and money too not put the gondola in. I'm all for the gondola.

COMMENT #: 38
DATE: 12/12/21 8:55 AM
SOURCE: Website
NAME: Nathan Bellamy

COMMENT:

please be forward thinkers and do the gondola!

COMMENT #: 39
DATE: 12/12/21 9:14 AM
SOURCE: Website
NAME: Frank Lee

COMMENT:

I am of the opinion that a gondola, properly designed and installed, is a good option for getting people up the canyon. Please ensure there is adequate parking available for peak traffic volumes.

COMMENT #: 40
DATE: 12/12/21 12:44 PM
SOURCE: Website
NAME: Mona Marler

COMMENT:

No gondola

COMMENT #: 41
DATE: 12/12/21 2:08 PM
SOURCE: Website
NAME: Kipp Clark

COMMENT:

I recommend, and support the gondola system. This needs to be done sooner rather than later. Improving the road and making more lanes for more buses is just going to ruin the pristine nature of the canyon. I would also support a funicular up the mountain. But that's not my first choice. My first choice would be the gondola with the bass station down by LaCalle. We also need more and bigger public parking lots around that location. Get it done!

COMMENT #: 42
DATE: 12/12/21 9:28 PM
SOURCE: Website
NAME: Craig Wallentine

COMMENT:

This update does not address the key issues highlighted by thousands of reviewers during the prior EIS comment period.

Where in the EIS update are the documented concerns of the residents of Cottonwood Heights?
Where in the EIS is the new UDOT discussion of cost effective, scalable, self funding and easy to implement tolling and carpooling options that would quickly reduce road traffic load to more reasonable levels?

This EIS continues to pretend that the residents and canyon users must choose between several poorly designed, horrifically expensive strategies that represent inequitable and likely illegal giveaways to two private businesses at the expense of everyone else.

If you are going to ask for reviewer input, please update the EIS with the suggestions provided in massive detail by Cottonwood Heights residents, Salt Lake County and Salt Lake City leaders.
Thank you.

COMMENT #: 43
DATE: 12/13/21 10:21 AM
SOURCE: Website
NAME: Zackery Evans

COMMENT:

In further evaluating the propositions, I'm wondering if the goal of the resorts is not in fact to reduce environmental impact and traffic, but rather to increase capacity, which would actually have a increased environmental impact, and only a potential brief relief to traffic. On further review, I don't like any of the proposed changes. At least now, traffic disuades increased capacity. Any of the changes will only increase capacity and environmental impact

COMMENT #: 44
DATE: 12/13/21 12:16 PM
SOURCE: Website
NAME: Heather Beers

COMMENT:

I would like to reaffirm my support for the Gondola A and B options. I would like to add that I am NOT in favor of the Cog Rail option, or widened road with dedicated bus during peak times option. Those appear to have the highest impact on the environment. Thanks for all you're doing to make this a collaborative and thorough effort!

COMMENT #: 45
DATE: 12/13/21 2:03 PM
SOURCE: Website
NAME: Alex Bocock

COMMENT:

Thank you for resubmitting this for comment. I'm glad that UDOT reached the conclusion that Section 4(f) does apply. According to the note in your report, "Section 4(f) is an element of law and FHWA regulations that requires a project to avoid the use of protected historic properties and park and recreation areas unless there is no feasible and prudent alternative to such use or unless the lead agency determines that the impacts would be de minimis." The impact of this proposal is clearly not de minimis. It would be huge. The problem with this study is that it doesn't look at the most obvious "prudent" and "feasible" alternative - charging a toll fee for access to LCC when needed. A toll system with variable pricing could limit the volume of cars in the canyon. It would encourage carpooling, encourage the use of mass transit, and generate revenue for UDOT. That revenue could be used to increase frequency of bus service. This is such an obvious solution and one that doesn't foreclose the adoption of any of the billion dollar solutions being proposed if this one doesn't work. From both a financial and an environmental perspective, the law requires you to seek prudent alternatives. Implementing a toll system is a prudent and feasible alternative.

COMMENT #: 46
DATE: 12/13/21 2:12 PM
SOURCE: Website
NAME: Jonathan Fischer

COMMENT:

I strongly support the "Enhanced bus service alternative" listed in the new draft. This is the most environmentally and financially responsible alternative. It is also the most user-friendly and convenient alternate for all the ways in which I use this canyon, both in the winter to ski resorts, and in the summer to climbing and hiking trails.

COMMENT #: 47
DATE: 12/13/21 2:31 PM
SOURCE: Website
NAME: Brian Chapman

COMMENT:

I continue to believe that a Gondola would be less impactful on the environmental resources of Little Cottonwood. I also believe that a Gondola would be extremely beneficial to the community, including by allowing increased access to those who would not normally be able to see the beauty of nature that the Canyon provides.

COMMENT #: 48
DATE: 12/15/21 8:38 AM
SOURCE: Website
NAME: Julia Geisler

COMMENT:

Salt Lake Climbers Alliance
P.O. Box 9157
Salt Lake City, Utah 84109

December 15, 2021

Utah Department of Transportation
Joshua Van Jura
Project Manager, Little Cottonwood Canyon EIS
[REDACTED]
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

RE: Salt Lake Climbers Alliance Request for Extension of Revised Draft EIS Section 4(f) and 6(f)
Evaluation public comment period

UDOT Planners:

The Salt Lake Climbers Alliance (SLCA) is pleased to see the recent revision to the Draft EIS Section 4(f) and 6(f) evaluation on climbing resources in Little Cottonwood Canyon, and welcomes the opportunity to provide input to this change. The SLCA is formally requesting an extension of the Comment Period from January 10, 2021 to January 31, 2021.

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

While the SLCA is supportive of the recent revision to the Draft EIS, as the 4(f) designation helps to consider key climbing and bouldering resources in the canyon, additional revisions/inclusions are needed. In order to fully understand the implications of the revisions, coordinate with stakeholders, draft responses, and submit final comments, more time for the comment period is needed considering the holiday season. These revisions are only for one Chapter of the overall Draft EIS, but for the SLCA and many other recreation focused partners and community members, they are some of the most important and critical. The resources that are the subject of the revision are the highest priority of the SLCA in regards to the Draft EIS.

This time of the year is one of the busiest. Any individual, business, organization or collective will be hard pressed to have time to adequately review the details involved in the revision. Marshaling resources to evaluate, analyze, coordinate and comment will be difficult at best before the 10th of January. The SLCA is requesting an extension of the comment period with the busy holiday season in mind. Thank you for this consideration.

Sincerely,

Julia Geisler
Executive Director
Salt Lake Climbers Alliance
[Redacted]

Rick Vance, SLCA Board Chair

David Carter, SLCA Policy Committee Chair

CC:

[Redacted]

###

COMMENT #: 49
DATE: 12/15/21 9:58 AM
SOURCE: Website
NAME: J Douglas North

COMMENT:

I am a homeowner at Alta, and I am in favor of a gondola system. Thank you.

COMMENT #: 50
DATE: 12/15/21 10:29 AM
SOURCE: Website
NAME: Chelsea Phillippe

COMMENT:

Thank you for integrating additional recreation opportunities (outside of skiing & traffic) into consideration. Climbing is an amazing recreation opportunity in LCC, which attracts locals and tourists alike. The great news for climbers is we can climb almost any time of any day (depending on our temperature tolerance) and don't have to wait for the weekend or new snow. By spending and acting to increase access to an insanely busy and privileged recreation, such as skiing, its important to estimate how many others climb or hike in Alpenbock, but are spread out beyond powder Saturdays. In proposals to eliminate roadside parking we should imagine how many people will instead hike along the road (through avalanche sheds) to access climbs, hikes, special areas, etc. By eliminating one hazard is another hazard created?

Thank you for you time and consideration.
Chelsea Phillippe

COMMENT #: 51
DATE: 12/15/21 10:30 AM
SOURCE: Website
NAME: Steve Achelis

COMMENT:

I support frequent bus service in Little Cottonwood Canyon. I strongly oppose a gondola. Buses will serve the entire canyon (e.g., every trailhead), whereas a gondola focuses on the ski resorts as the destination. I also feel that a gondola will be an eyesore in what was once a pristine canyon. Thank you for listening.

COMMENT #: 52
DATE: 12/16/21 7:25 AM
SOURCE: Website
NAME: Brett Fallis

COMMENT:

Is the best solution

COMMENT #: 53
DATE: 12/16/21 2:35 PM
SOURCE: Website
NAME: Trevor Long

COMMENT:

As a resident of Sandy since 2007, I am firmly opposed to the gondola solution. This will only benefit the resorts and their pocket books. Who is paying for it? Not the resorts but me. I am a user of our public lands in many ways and seeing how much this would cost me as a taxpayer with zero benefit is a crime. I mountain bike, climb, ice climb, back country ski, hike, fish and explore these public lands on a regular basis. A gondola that serves the rich to get richer is tragic in so many ways. This would not serve any user group aside from the resorts (who are not paying for it) and resort skiers for a few months a year but would cost me a my fellow taxpayers for decades. What happens when it is payed off? I do not see taxes going down as they only go up for less services. How about subsidizing the existing bus service for \$500+ million. That would pay for decades of expanded service and provide a solution for all user groups. I hope this is not a waste of my time with the backroom decision already made like so many other crooked UT developer deals. Terry Diehl comes to mind. He and several others should be in prison and yet was rewarded for scamming the public. How is this any difference. Signed- one skeptical resident that has no faith in UT leaders doing the right thing but instead breaking laws to get rich and laughing all the way to the bank. I dare you to change my mind.

COMMENT #: 54
DATE: 12/17/21 12:08 PM
SOURCE: Website
NAME: Jason Keith

COMMENT:

December 17, 2021

Utah Department of Transportation
Joshua Van Jura
Project Manager, Little Cottonwood Canyon EIS
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121
Email: jvanjura@utah.gov

RE: Access Fund Request for Extension of Revised Draft EIS Section 4(f) and 6(f) Evaluation Public Comment Period

UDOT Planners:

Access Fund welcomes the recent revision to the Draft EIS Section 4(f) and 6(f) evaluation on climbing resources in Little Cottonwood Canyon, and we appreciate the opportunity to provide input to this important evaluation regarding how this project may affect recreation resources, in particular rock climbing and bouldering. Because of the short timeline (during the holiday season) for the public to provide input on this significant revision to the EIS, Access Fund hereby formally requests an extension of the comment period from January 10, 2022 to January 31, 2022.

Access Fund

The Access Fund is the national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) non-profit supporting and representing over 7 million climbers nationwide in all forms of climbing, rock climbing, ice climbing, mountaineering, and bouldering, the Access Fund is the largest US climbing advocacy organization with nearly 20,000 members and 130 affiliates. Many of Access Fund's members live and recreate in Utah, including and Little Cottonwood Canyon.

While the Access Fund supports of the recent determination in the Draft EIS, that key climbing and bouldering resources in the canyon are eligible 4(f) properties, we believe that additional revisions are needed including the addition of more key climbing and bouldering resources in Little Cottonwood Canyon as eligible 4(f) properties.

In order to fully understand the implications of this EIS revision and work to coordinate with stakeholders, draft responses, and submit final comments, more time is needed especially since this comment period lies in the middle of the holiday season. These revisions are only for one chapter of the overall Draft EIS, but for the Access Fund and many other recreation-focused partners and community members, they are some of the most significant aspects of the EIS. Therefore, the Access Fund requests an extension of the comment period to January 31, 2022.

Sincerely,

Jason Keith
Senior Policy Advisor

The Access Fund

CC: Erik Murdock, Vice President of Policy & Government Affairs, Access Fund
Julia Geisler, Executive Director, Salt Lake Climbers Alliance

COMMENT #: 55
DATE: 12/17/21 12:11 PM
SOURCE: Website
NAME: Julia Geisler

COMMENT:

Correction: SLCA's request for 4f comment time extension is January 31, 2022. Not 2021.

COMMENT #: 56
DATE: 12/17/21 2:34 PM
SOURCE: Website
NAME: Carolyn Keigley

COMMENT:

Tolling should be at the mouth of the canyon and not just below the resort. All recreational areas including the Alpenblok trail and climbing areas are and will continue to increase in the future in an unstainable manner. In addition to tolling the canyons are going to need to be put on a timed reservation system just like National parks and National Monuments are moving towards.

COMMENT #: 57
DATE: 12/17/21 4:41 PM
SOURCE: Website
NAME: Jon Bischoff

COMMENT:

I can't believe we are actually going to spend money to provide gondola access to 2 businesses. Those businesses should pay for it themselves. If tax payer money is used, the gondola should have stops at the major trail heads.

The gondola will not reduce the traffic, there will still be just as much, so what good is the gondola? Other than to provide more customers to 2 businesses. This should not be done at tax payers expense.

I have the exact same comment for the busses, unless stops are provided at the major trail heads.

The best alternative is no build/no change other than congestion charging. And token charges won't do it. Charge \$30 or \$50/car during peak hours. Get serious about it.

COMMENT #: 58
DATE: 12/17/21 4:48 PM
SOURCE: Website
NAME: Cynthia Lazzara

COMMENT:

I live across the street from the proposed "La Calle" location and would LOVE to have the gondola come to this neighborhood. Please make that happen ASAP!!

COMMENT #: 59
DATE: 12/17/21 4:56 PM
SOURCE: Website
NAME: David Hubbell

COMMENT:

I strongly believe it would be wise to try and close LCC to private cars and run busses only (with exceptions for delivery trucks and private landowners) like is done in Zion or Zermatt switzerland (but with busses not trains). Before committing to the construction of the expensive infrastructure of new lanes or a gondola, we should try a season or two and see how we all like a quiet canyon without thousands of cars slowing access every busy day. I think a parking terminal liek the one planned for the gondaloea would be great, but just not the gondola so that bus riders have a comfortable place to transition from car to bus when they do have to wait a bit.

COMMENT #: 60
DATE: 12/17/21 5:01 PM
SOURCE: Website
NAME: Jared Zaugg

COMMENT:

Yes! I'm all for the high speed gondola. Build it!

COMMENT #: 61
DATE: 12/17/21 5:03 PM
SOURCE: Website
NAME: Jeffrey Woolery

COMMENT:

I like the plan, just cut back on grass and water needed, make it as natural as possible.

COMMENT #: 62
DATE: 12/17/21 5:05 PM
SOURCE: Website
NAME: Katie Young

COMMENT:

The easiest fix to the TRAFFIC and CONGESTION is to completely ELIMINATE THE IKON PASS!!

COMMENT #: 63
DATE: 12/17/21 5:06 PM
SOURCE: Website
NAME: Blake Duffin

COMMENT:

We need to have a trax like system. With hop on and off points and remove access to cars

COMMENT #: 64
DATE: 12/17/21 5:20 PM
SOURCE: Website
NAME: Alex Stubbings

COMMENT:

Speaking as a local resident of Midvale who lived and worked in Alta for 2 seasons and have been a passholder for many of the past 15 years.

All of the transportation alternatives are a total waste of money. The road and parking capacity should dictate the maximum number of users in the canyon. There is plenty of EXTRA unused capacity every day of the year in the form of extra seats in private vehicles. Keep plowing and maintaining the current infrastructure. To control the amount of traffic institute a digital access program using a ticketless tolling system like EZpass. Use traffic forecasting to models and tolling style infrastructure to keep a running tally of total vehicles entering and exiting the canyon. Work with the resorts and users to indicate WHICH RESORT parking infrastructure the user will be occupying. Let individual users decide, based on the live and forecast capacity data whether they want to venture out on a powder morning and risk missing out or making it into a canyon before the capacity is full. Widen an approach section to a 3rd lane AND build some more parking infrastructure near the mouth of the canyon to make bus service more attractive. One of the key components of bus infrastructure being more attractive is a way for local regulars to have access to much more public indoor lounge space AND multiday or seasonal gear locker opportunities. The current availability is so lackluster and miniscule it makes the bus service even more cumbersome. If we do go ahead and WASTE money on transportation alternatives there also needs to be a way to prevent resorts from charging for parking as the resorts will be DIRECTLY benefitting from increased customer revenue at the expense of the taxpayers WITHOUT having to invest in further infrastructure. If the resorts were footing the bill I wouldn't give a damn if they built a SpaceX pad at the airport that would fire individuals into space and land them at the top of Mt Superior. Since this is Taxpayer money via UDOT the resorts don't deserve transportation infrastructure expansion for free.

COMMENT #: 65
DATE: 12/17/21 5:31 PM
SOURCE: Website
NAME: Derek Howard

COMMENT:

Still with the Gondola option Reduces environmental impact on Canyon from car emissions
Transports guests safely in almost all weather conditions No more waiting at base or in a line coming down

COMMENT #: 66
DATE: 12/17/21 5:46 PM
SOURCE: Website
NAME: Mike Foster

COMMENT:

The Gondola alternative makes the best environmental sense in terms of reduced greenhouse impact, reduced noise in the canyon and reduced shutdown from avalanches. It just makes more practical sense to park and bus at the canyons mouth. Use of a gondola to reduce vehicle and transit trips has been proven At Telluride and in Europe. This makes so much sense. Please proceed to build this system.

COMMENT #: 67
DATE: 12/17/21 6:26 PM
SOURCE: Website
NAME: Robert Matthews

COMMENT:

Considering all the alternatives, including the attractiveness of the various options vs. driving a personal vehicle, option B seems to be the obvious choice. Thank you for the research and opportunity to comment.

Rob Matthews
Cottonwood Heights, UT

COMMENT #: 68
DATE: 12/17/21 7:33 PM
SOURCE: Website
NAME: Mike McBride

COMMENT:

I'm for the plan of an Aerial Tramway up the canyon as it's the safest way to avoid avalanches, cuts down on smog and exhaust. I grew up in a city that had a tramway. So I know how little impact two or three towers would be.

COMMENT #: 69
DATE: 12/17/21 8:24 PM
SOURCE: Website
NAME: Erik Hanson

COMMENT:

I appose the gondola in any form. Do you really think it's going to do anything to help the overcrowding problem? No it'll only attract more tourists. Start a gate at the bottom, inspect tires there, charge money for a yearly pass to make up for revenue. People will always pay. Eliminate IKON, epic, mountain collective passes from the canyon. Have resorts double their season pass prices and keep this place special. No one wants to view an ugly eye sore of a gondola. What happens when that thing falls apart?? Is it going to have service though out the night to keep people from drinking and driving?? Limit access to keep this canyon pure. The only way.

COMMENT #: 70
DATE: 12/17/21 8:33 PM
SOURCE: Website
NAME: Daniel Shannon

COMMENT:

I appreciate that you are reconsidering the impact to climbing, particularly bouldering, at the base of LCC. This is a unique draw worth preserving if at all possible. Ideally, any solution enhances access for all users.

I agree something needs to be done and I tentatively favor the gondola. The road widening that come with bussing or the rail are more visually unappealing and I don't think busses are a reliable means of transit in LCC in the winter.

The easiest and most obvious solution to me is to start enforcing traction requirements in both canyons. This can be done today for next to no cost and would have an immediate positive impact. After that I'm also supportive of promoting carpooling, possibly in part by implementing tolling. Again a simpler and cheaper solution that can have a big impact immediately. Also snow sheds, they make so much sense I don't know why they don't already exist.

COMMENT #: 71
DATE: 12/17/21 9:20 PM
SOURCE: Website
NAME: Shandi Kano

COMMENT:

Just because building a gondola or expanding the road won't impact these specific bouldering problems doesn't mean it should be done or that it is a good idea. Let's be real, a climber or boulderers experience will still be impacted. Just because boulders don't need to be removed or that someone can climb with a gondola overhead, doesn't mean it needs to be done. Truly, solving traffic headaches in an area where there is NO ROOM FOR EXPANSION AND GROWTH because it is a RESIDENTIAL AREA without businesses, means we should look elsewhere for parking garages and mass transit solutions. Two miles down 9400 sits a massive empty Shopko building with a huge parking lot. Across the street is a massive empty Albertsons with again, even more parking. These areas should be in consideration for development as they are already developed areas. The foot print is there, build up, no out. Have ski shops, bars, restaurants and parking garages in an area already designated for businesses. Put a fast, electric train hub there and leave all of our homes, kids, schools, and personal lives out of it :) A boulder has problems, solved by physical human will power, not money. The process of bouldering is slow, intentional, thoughtful and hard. Once you solve it, you can move on to the next problem, no doubt harder and bigger, but that's how it works. You set a foundation that lasts for a long time. Hopefully, forever. LCC is a boulder problem, it needs to be handled with this same care and thought about how we progress to our future problems that no doubt will come. We can't afford to be stupid.

COMMENT #: 72
DATE: 12/17/21 9:46 PM
SOURCE: Website
NAME: Ben Oveson

COMMENT:

After reviewing the revised plan, I am very concerned about the potential impact of road widening, gondola plan A, and the cog rail on bouldering. Under no circumstances would I support boulders being removed or relocated. Removing 1 boulder could be more than a de minimus impact as the significance of boulders is very different depending on its popularity and history.

Depending on the boulder that is removed for gondola plan b I might be supportive.

I appreciate the effort that was given to quantify the impact on bouldering. However, as I mentioned before, if the boulder removed was a "classic" that would be a tragedy for bouldering in the canyon.

Additionally, the scope of bouldering in the plan seems very small. There are bouldering spots most the way up the canyon, not just the 1.x mile section detailed in the plan.

Please consider plans that do not destroy one sport for the benefit of another. Additionally the ski resorts are already too crowded, how will getting more people up to the resorts help?

Let's try some cheap and easy solutions first.

COMMENT #: 73
DATE: 12/17/21 9:47 PM
SOURCE: Website
NAME: Andy White

COMMENT:

All parking modifications (Lisa Falls, White Pine, etc.) should include pick up and drop off lanes for private vehicles as well as busses and shuttles that are likely in the future as canyon usage continues to increase.

COMMENT #: 74
DATE: 12/17/21 9:55 PM
SOURCE: Website
NAME: Jeffrey Hartley

COMMENT:

You can't have the transportation base at La Caille without critical failure on all routes to and from that point. The correct solution is rail from I-15 and 215, just leave UTA out of it.

COMMENT #: 75
DATE: 12/18/21 6:22 AM
SOURCE: Website
NAME: Lori Donnester

COMMENT:

No gondola
No wider lane
Add toll
Better bus service could solve this whole problem
To tax the citizens for the benefit of two resorts is out of control
The traffic issues don't occur every day
Use the money to create more park and ride places
Don't ruin LCC.

COMMENT #: 76
DATE: 12/18/21 7:27 AM
SOURCE: Website
NAME: Caleb Cook

COMMENT:

Glad to see this project happening. I'm looking forward to riding the gondola.

COMMENT #: 77
DATE: 12/18/21 7:33 AM
SOURCE: Website
NAME: Robin Dale

COMMENT:

Has there been a visual pollution impact? Seeing the monstrous towers and cables in our beautiful canyon will not be good. And is this really a transportation project or is it a tourism project? How many people really will this carry per hour up to the slopes? It takes me 25 minutes from my driveway to Gold miners now. If the gondola is built it will take over an hour. That does not seem like an efficient transportation project to me.

COMMENT #: 78
DATE: 12/18/21 8:12 AM
SOURCE: Website
NAME: Tim Ledbetter

COMMENT:

If changes need to be made, then expanding the bus service is the best for the homeowner in the area. I live on highland and 94th. This area is beautiful and a great place for a family. We do not need another "park city". I vote for the smallest impact on homeowners, which would be expanding the bus service.

COMMENT #: 79
DATE: 12/18/21 8:15 AM
SOURCE: Website
NAME: Ruth Pope

COMMENT:

The best way is to do that transportation is a rail. System and train! Check out places that have them. They are the only way to move people and efficient. Train transport!

COMMENT #: 80
DATE: 12/18/21 8:18 AM
SOURCE: Website
NAME: Chrissy Richards

COMMENT:

No gondola!!!

COMMENT #: 81
DATE: 12/18/21 8:24 AM
SOURCE: Website
NAME: Kerry Groebs

COMMENT:

I understand the need to have some kind of intervention with little cottonwood canyon use and traffic situation in the winter. My main concern is the proposals that are. Being considered are still only short term fixes with little impact for the long term with the ever rapid and increasing population on the wasatch front and the state. One main issue I see with the gondola option is we're just moving the traffic congestion and parking issues to the base of the canyon and concentrating all of that at the base station. Not to mention the amount of parking will not be sufficient. The proposed modal hubs are too far away from the base station and most people especially families will not chose to use this option due to all the inconveniences it brings with their ski gear. I think the best option would be the road widening with dedicated transit lane and snow sheds. Also would consider parking lot enhancements at the ski resorts and monetary incentives by resorts and the state for carpooling and taking public transit option, such as a discount for local residents on their season passes. These options make the most sense. Another improvement would be to have the employees who actually live onsite at their place of employment in the canyon for days, weeks and even months not have their vehicles parked in the parking lots in the canyon. Better shuttle transportation for them from the valley so they don't have their vehicle sitting up their snowed in for weeks or even months would open up a lot of daily parking and reduce congestion. Some thoughts that would be very helpful.

COMMENT #: 82
DATE: 12/18/21 9:13 AM
SOURCE: Website
NAME: Joyce Marder

COMMENT:

Whether the cars travel to a parking lot or to a resort, there will still be too many cars. Tax-payers should not have to subsidize seasonal skiers with wider roads or fancy modes of transportation.

COMMENT #: 83
DATE: 12/18/21 9:15 AM
SOURCE: Website
NAME: Craig Rollins

COMMENT:

Thanks for your thoroughness, but I'd like to see this project completed in my lifetime. Please move forward implementing the Gondola from the Canyon Entry option.

Craig Rollins

COMMENT #: 84
DATE: 12/18/21 9:17 AM
SOURCE: Website
NAME: Georgia Clark

COMMENT:

We don't want or need the road widened it will increase speed & danger for homes along the road & it will damage the environment & water quality in the canyon. Just increase the number of buses.

COMMENT #: 85
DATE: 12/18/21 9:38 AM
SOURCE: Website
NAME: Trevor Zobell

COMMENT:

I am for the enhanced bus service with no road widening or the rail with no road widening. However, for either of these solutions to be viable they need to extend past the base of the canyon and go all the way to a front runner station. If you don't do that then you are just pushing traffic to the base of the canyon and will need to build huge parking lots. Having a BRT or rail system go to front runner would greatly mitigate the need for huge parking lots and would enable more people to make the entire trip with no car, or with a much much shorter car trip to their nearest front runner station.

COMMENT #: 86
DATE: 12/18/21 11:01 AM
SOURCE: Website
NAME: Jon Poulson

COMMENT:

I'm glad some climbing and hiking areas have been protected. But what about the other climbing areas? How were the ones chosen selected, And why weren't others selected? What was the process? Who voted on what to protect.

Special interests in the form of income streams seem to outweigh those that use the land. It's a sad day when something is irrevocably destroyed to increase incomes. Especially when it is a natural resource

COMMENT #: 87
DATE: 12/18/21 11:20 AM
SOURCE: Website
NAME: Larry Migliaccio

COMMENT:

The gondola makes no sense due to cost, favoring the ski industry, and global warming effects on amount of snow in the future. Limiting use of the canyon on a lottery basis is a fair alternative that would not cost so much and would be less detrimental to the environment.

COMMENT #: 88
DATE: 12/18/21 12:53 PM
SOURCE: Website
NAME: Candice Bithell

COMMENT:

Thank you for the updated version of the Little Cottonwood Canyon redo. While I think we are making steps in the right direction with protecting the Alpine Loop and Grit Mill trail systems, there is so much more climbing and hiking up the canyon on the North side of the canyon which would be impacted by a roadway widening. All of Hellsgate including the Condo wall, and access to Towers, 1, 2 and 3 would be heavily impacted by the roadway construction and final product if the SR 210 Little Cottonwood Canyon road is widened. I think the best option is the expanded bus service without roadway expansion. Thousands upon thousands of people in the valley use the canyon outside of winter. I am not a skier, but I am up in that canyon climbing, hiking, and snowshoeing often. While the White Pine trailhead parking is often busy on weekends in the summer, during the winter it has never been a problem for me and I don't think it needs changing or expanding. I am against the gondola for many many reasons, not the least of which is the cost and the massive structure at the base of the canyons. I am against road expansion for the reasons above. Let's not destroy our beloved canyon so the ski resorts can make a buck.

COMMENT #: 89
DATE: 12/18/21 1:16 PM
SOURCE: Website
NAME: Bruce O'Donoghue

COMMENT:

Your statement...." Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains" just isn't true. The community is Utah residents who pay for the state highway and all the maintenance it involves. The traffic and parking issues got exponentially worse in one year. Yes, indeed it was when Alta and the Bird sold out to Alterra and the IKON pass. Now out of state license plates and rental cars dominate the parking and traffics in the canyons. Where are Utahns rights to the roads they pay for?

Simple proposal....out of state residents take public transportation.

Utah driver license holders can pay a nominal fee and have a sensor in the car to use the road. Like a fast pass on the Golden Gate Bridge. Or the toll road to get to Boulder Colorado.

Easy example...I go to British Columbia to ski a resort up a canyon with limited parking. The parking is for the Canucks that live there and I've got to take a bus, shuttle, train or other. I would know this is part of my trip and an acceptable and understandable part of my trip.

Return Utahns rights to their roads!

Alta,Snowbird,Brighton, Solitude seem to have loud voices in these decisions. It is their utter greed that has caused the current state of events. So disappointing.

I've skied and recreated in these magical canyons for 35 years.

I watched it change overnight when IKON arrived. So sad. Why is there not more talk about that? The resorts just hush hush it down because of the greed for green.

Yes there were times when the red snake came and traffic flow was slow. But go anywhere in a snowstorm and traffic crawls along. Ever been on I-15 when it's snowing? Yes it's very similar to the canyons with snow.

Return Utahns rights to use the roads we pay for. Explain to the money centered resorts not to worry. The IKONERS will still come on buses,shuttles, and ride shares.

Let Utahns use the roads they pay for!!!

Return OUR rights to use OUR roads!

COMMENT #: 90
DATE: 12/18/21 2:23 PM
SOURCE: Website
NAME: Edward Kramer

COMMENT:

Tolling the road should be the first, and only option at this time.

COMMENT #: 91
DATE: 12/19/21 8:11 AM
SOURCE: Website
NAME: David Pringle

COMMENT:

Too expensive and very inconvenient.

COMMENT #: 92
DATE: 12/19/21 8:42 AM
SOURCE: Website
NAME: Ben Anderson

COMMENT:

I agree that the areas in question are worth protecting. I also only support the increased bus and shoulder lane options. No to the Gondola/cog rail. Thank you.

COMMENT #: 93
DATE: 12/19/21 10:20 AM
SOURCE: Website
NAME: Shanon Whitmore

COMMENT:

No gondola!! Put a cap on the amount of people going in the canyon and charge a toll. Little cottonwood cannot sustain the amount of people and traffic that the ski resorts are receiving. It seems as Snowbird and Alta do not care about preservation of the pristine environment in the canyon, but about capitalizing on their "Wells Fargo days."
What happens in the summer? Two people a day are riding the gondola? It's going to be an eyesore, damage the canyon, and further push overcrowding.

COMMENT #: 94
DATE: 12/19/21 10:56 AM
SOURCE: Website
NAME: William Roger Judd

COMMENT:

How soon will they build a tram from the bottom a little Cottonwood Canyon all the way up to Alta? I think the tram would be much better than increasing busing and all the pollution that goes along with it.

COMMENT #: 95
DATE: 12/19/21 12:11 PM
SOURCE: Website
NAME: Rob Bingle

COMMENT:

I strongly disagree with both UDOT options of widening the road and the gondola. I've recreated in Little Cottonwood Canyon my entire life. My dad spent his entire life recreating in this canyon. It's my home away from home. This canyon has a limit to the amount of traffic that it can receive on any given day. It's the smallest canyon in the area. It cannot sustain the amount of traffic that the proposed options will surely bring. Not only will there be great environmental impact during the construction of either of these options, the environmental impact of packing as many bodies into the canyon as possible every year will be beyond measure. Preserve our beautiful canyon by capping the amount of traffic allowed in the canyon. Charge people 200 dollars for a pass or 25 a day to enter the canyon. My grandkids should have the same opportunity to use this canyon as my dad did, as I have been able to. Please don't cheat future generations of this opportunity for a few dollars. It's not worth it.

COMMENT #: 96
DATE: 12/19/21 12:19 PM
SOURCE: Website
NAME: Mark Gassinger

COMMENT:

Light rail with the quarry being the hub is the only realistic solution not some billion dollar gondola

COMMENT #: 97
DATE: 12/11/21 9:51 AM
SOURCE: Email
NAME: Peter Vander

COMMENT:

Thanks. That gondola idea is a dumb one. Hanging people in the air in the wind, a very congested parking area at the base, outrageous cost to build, eye sore in the ski, the list goes on.
Peter.

COMMENT #: 98
DATE: 12/18/21 2:49 PM
SOURCE: Email
NAME: Dewayne Pond

COMMENT:

PLEASE DO THE ONLY SENSIBLE THING
RUN A TRAX LINE UP THE CANYON

COMMENT #: 99
DATE: 12/20/21 11:19 AM
SOURCE: Website
NAME: Emery Lortsher

COMMENT:

To whom it may concern,

The gate buttress in LCC is a world class bouldering and hiking area. Please do not destroy this spot in our canyon.

COMMENT #: 100
DATE: 12/20/21 11:27 AM
SOURCE: Website
NAME: Lily Canavan

COMMENT:

Any "solution" that involves destroying the roadside boulders in LCC is a terrible idea. I recently moved to SLC only because of this amazing climbing access. Climbing is a HUGE industry here and permanently destroying these boulders (and ruining the incredible landscape that makes this city so special) removes a crucial aspect of why so many people come to this area of the country. Not to mention that within 20 years there will be too much climate change to even have a real ski season anymore, making any "investment" that alters the natural landscape in favor of making it easier to get to the ski resorts pointless!!! Please do not do this."

COMMENT #: 101
DATE: 12/20/21 11:32 AM
SOURCE: Website
NAME: Gabe Shuster

COMMENT:

Dear developers,
I find myself in Little Cottonwood Canyon (LCC) quite often, whether it's going to ski, going to climb, or just going on a hike. It is one of my favorite places in the world! I know there is an issue with the traffic in the canyon, especially in the winter, and I appreciate the drive to solve that problem, BUT widening the road or building the canyon long tram system are horrible ways to solve it. I am on the rock climbing team at the University of Utah and love practicing my skills on the boulders in LCC, and they would be destroyed if either of those projects were approved. I have climbed all over the world in the past 12 years of my climbing career and the granite boulders in LCC are world class. There is also no climbing like it anywhere else in Utah! If they were destroyed it would be equivalent to leveling all the ski resorts in the Wasatch, because the next closest granite bouldering is in California. Climbing is my greatest passion in life and I moved to Utah to pursue it, I know a lot of members in the climbing community feel the same way. So I'm begging you, please do not develop in LCC, there has to be another solution!

Thank you for listening.

COMMENT #: 102
DATE: 12/20/21 11:45 AM
SOURCE: Website
NAME: William Hastings

COMMENT:

Im a Salt lake resident, a skier and a climber whose spent probably hundreds of hours in LCC even in just the past year. I still feel that this proposal refuses to accept that conservation and protection of the plants landscape and climbing should come before profits for ski resorts. It still solves an issue for tourists and creates more for the locals and people who love the canyon. There is no viable option that in any way ruins what already is in the canyon. No road expansion, and no gondola.

COMMENT #: 103
DATE: 12/20/21 11:56 AM
SOURCE: Website
NAME: Steve Santora

COMMENT:

No gondola please. More buses or pay to use.

COMMENT #: 104
DATE: 12/20/21 12:03 PM
SOURCE: Website
NAME: Jessica Kemper

COMMENT:

I am commenting to advocate for protection of natural landscapes in little cottonwood canyon. I believe less impactful transit options should be utilized, like expanded bus usage or a permit system, rather than expanding the road or installing a gondola. LCC is an important wild space for animals, plants, and people other than skiers. Please consider saving the canyon because there is no return after demolishing it.

COMMENT #: 105
DATE: 12/20/21 12:16 PM
SOURCE: Website
NAME: Hilary Silberman

COMMENT:

As I climber I am very concerned about the climbing resources in LCC. Please see specifics below:

*All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.

*The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement. This will affect the climbing experience, access and potentially viability if the boulders themselves

*I am concerned about the extent of the restriction of climbing resources in the canyon if the gondola is the chosen alternative. Will the easement needed for the gondola alignment include property rights below or aerial rights only. Will access to these resources are still be possible?

*UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years. That means no bouldering or use of these areas for a very long time.

*Relocating boulders as a potential mitigation measure for roadway widening is not acceptable. This are natural areas that are part of their surroundings. This is not a gym to be relocated.

Thank you for your time

COMMENT #: 106
DATE: 12/20/21 12:29 PM
SOURCE: Website
NAME: Andrew Meservy

COMMENT:

The enhanced bus option seems to make the most sense and have the least impact. Gondola would be a nightmare. I think in addition to the boulder count, it is important to identify which boulders would be impacted, as some hold more value than others. I think the construction impact also should be considered. I am against any impact whatsoever, but failing that, the least impact route should be taken. I also agree with the SLCA and think that they have done a great job expressing the concerns and considerations of the climbing community..

COMMENT #: 107
DATE: 12/20/21 12:46 PM
SOURCE: Website
NAME: Peter Georgiou

COMMENT:

Why is there such an emphasis on road widening and a gondola? The bus system already adequately transports passengers to the ski resort. The transportation problem is caused when people refuse to use the bus during ski season and wreck. This revision fails to recognize climbing and other recreation activities East of Grit Mill. Go to Gate Buttress parking lot on a warm day and you will see how the community utilizes this area. Please do not change LCC anymore.

COMMENT #: 108
DATE: 12/20/21 12:50 PM
SOURCE: Website
NAME: Summer Hartvigsen

COMMENT:

Revision 4(F) is crucial to the future of climbing areas affected by this development. Going SE around the section is a simple change, and allows climbers and lovers of the outdoors to continue enjoying this area. I hope my voice is heard, as it speaks for many who have not submitted comments.

COMMENT #: 109
DATE: 12/20/21 12:51 PM
SOURCE: Website
NAME: Dawson Shepherd

COMMENT:

Don't ruin an amazing bouldering area for out of state ski traffic.

COMMENT #: 110
DATE: 12/20/21 12:54 PM
SOURCE: Website
NAME: Ryan Vlietstra

COMMENT:

To whom it may concern:

No option that solely benefits skiers and resorts can be considered equitable in any way, and thus should not be considered as a proper solution to alleviate traffic in the canyon. Further, any option considered must also minimize environmental impacts as well as recreational sites, including rock climbing and bouldering areas.

I suggest modifying the revised enhanced bus service option to include multiple additional stops throughout the canyon for all sites. For peak hours, I suggest restricting the canyon to bus usage only. This would be much more equitable for access for different user groups, provide little environmental impact, mitigate massive backups with traffic, and help improve the atmosphere of the canyon by cutting down dramatically on noise and emissions.

Thank you for your consideration.

Respectfully,
-Ryan Vlietstra

COMMENT #: 111
DATE: 12/20/21 12:56 PM
SOURCE: Website
NAME: Zach Davis

COMMENT:

All climbing resources in Little Cottonwood Canyon, boulders and routes, are a historical resource due to climbing in LCC starting back in the 1960's. This type of history needs to be preserved and protected and the Gondola will only harm these resources. Not only will the Gondola harm the historical resources of LCC but it will also invade the views of all the canyons guests. Whether you're on a Sunday Drive up the canyon or sending your dream climbing route, the Gondola will have a huge negative view impact. If the Gondola was approved, UDOT says many climbing areas would be closed for 2-3 years. This is unacceptable and would have a huge impact on our climbing community. This closure would also cause those climbers to go to a different climbing area meaning they would have to drive more creating more air pollution and other climbing areas would be severely affected by the additional foot traffic. We HAVE to protect these areas where our community climbs. Finally, relocating these boulders is unacceptable. There are certain characteristics about each climbing area that make them unique and special to every person who has been there. Moving them would be nearly as devastating as eliminating them. Please find another way to solve this problem. Do not build the Gondola."

COMMENT #: 112
DATE: 12/20/21 1:01 PM
SOURCE: Website
NAME: Jeremy Davis

COMMENT:

The proposed plan of adding a gondola to LCC is a really bad idea that threatens a historic natural resource vital to the community of outdoors enthusiasts who recreate in LCC. It is vital to preserve these natural resources. An alternative to a gondola is needed.

COMMENT #: 113
DATE: 12/20/21 1:23 PM
SOURCE: Website
NAME: Keith Davenport

COMMENT:

Please keep climbing and bouldering open. The main reason I travel to Utah is to enjoy these beautiful boulders. It would be a shame to lose these for climbers.

COMMENT #: 114
DATE: 12/20/21 1:35 PM
SOURCE: Website
NAME: Dan Carvajal

COMMENT:

It's a joke the state of Utah is actually spending this much money to benefit luxury resorts. This isn't public transportation and would be an abismal use taxpayer dollars. The answer is simple, toll the cars and get people onto buses, no extra construction necessary.

COMMENT #: 115
DATE: 12/20/21 1:39 PM
SOURCE: Website
NAME: Zach Averill

COMMENT:

How is the potential loss of bouldering historical resources going to be impacted by these plans? I see no information regarding a plan for how to preserve these historical landmarks that have been used by climbers since the 1960's. A huge part of climbing history is in these sites and maintaining these historical landmarks is critical for climbing community health in Salt Lake and North America.

COMMENT #: 116
DATE: 12/20/21 1:58 PM
SOURCE: Website
NAME: Menno Sennesael

COMMENT:

I find the Draft EIS to still be lacking in its clarity of how climbing resources will be impacted. How will we be able to access our climbing areas during any kind of construction of a gondola or road widening?

I am for improved bussing and even winter tolling of the road to improve conditions.

COMMENT #: 117
DATE: 12/20/21 2:00 PM
SOURCE: Website
NAME: Cameron Link

COMMENT:

Why would anyone want to ride the gondola? Why would anyone choose to put on their ski boots, wait in a cold line early in the morning, and then cram into a cold, musty, damp gondola with windows misting up from the condensation of 50 other people's breath only to have to stand on that gondola on the way back down when they desperately want to take off those ski boots and sit down after a long day. The gondola will not be much different from the bus system we currently have and people are choosing not to use. If we are going to invest our money in the longevity and accessibility of Wasatch recreation I think we must first ask how to we make our current bus system preferable to driving. Why do we choose to drive?

1. We can bring up extra gear. What are the conditions like? Do I want my powder skis or my groomer skis? How cold is it today? Do I want an extra layer or to drop one off in the car? If my socks get wet I have an extra pair in the car.
2. We can bring food and water. Ski resort food is expensive and while a lot of us can afford a pass and gear we do so because we give up of frivolous spending and we pass up on that \$15 hamburger.
3. We do not have to put on our boots early. No one wants to put on their ski boots an hour or two before they will even be skiing.
4. The bus lots fill up and they can be out of the way. If I am in my car half way to Alta, I'm not going to want to park at a park and ride and wait for the bus. I don't want to leave the line of cars only for the lot to be full. I don't want to drive all the way to the canyon just to get on a bus.
5. Many times you are forced to stand up on the bus on a busy day. If you are wearing ski boots this could be very uncomfortable and ski boots can be slippery. With one hand on your skis you only have one left to hold the rail.
6. Alternative rec users cannot use the bus system. There are little to no stops for backcountry users, climbers, hikers, photographers.

While this is not every reason why driving is preferable to the bus, these are common reasons from nearly every Wasatch rec user I have talked to. I propose we fix these 6 problems with the bus system to make the bus system the transportation of choice to most users.

Here is my proposition to fix each issue:

1. Free lockers at each resort. Preferably they would be operated by "UDOT or some other public entity. Perhaps even one locker per group/family. This way we can bring a bag of extra gear to the resorts to account for changing conditions.
2. The lockers would give us the ability to bring dry foods to the resorts but this doesn't solve the lack of ability to bring a stove and tailgate lunch and breakfast. If each resort had a covered picnic area we would have the ability to pack a stove and cook some lunch.
3. Lockers would solve this issue too. We can wear street shoes on the bus and change to boots at the resort if we have somewhere to store the shoes for the day
4. Bus routes are really only in one area of the city. I think it is time to expand. Add a bus route that goes straight from sugarhouse to the resorts, one from the university area, one in downtown, one from Millcreek, and to other parts of the city. Not a bus that goes from sugarhouse (for example) to the pre-established bus route. Not a bus that drive all around the city and then up the canyons. I am talking about new, straight-shot bus routes that take us from near where we live all the way to the canyons. If no one in salt lake had to drive or walk more than 5 minutes to a bus that will quickly and reliably take them to the canyons many more of us would use the bus.
5. I think adding bus routes will solve this problem. More busses = less crowding and more seats available. If each bus had a ski rack that would be even better.

6. Add an alt route. Perhaps a less frequent bus that stops at all popular trailheads and continues through the year to alleviate crowded trailhead parking

While some of these solutions may be extreme I bet if we did the math it would be cheaper than widening the road or adding a gondola. I think these specific solutions are far less important than solving the problems in some way. I think the improved bus system has the added benefit of being scalable and quickly implementable. This could easily also be done for big cottonwood and other recreation sites. This solution could also be implemented with electric busses or transitioned to electric busses.

COMMENT #: 118
DATE: 12/20/21 2:03 PM
SOURCE: Website
NAME: Melanie McDaniels

COMMENT:

In combining these two cultural/recreational areas, there is still no change to the impact. Once again, the shortsightedness in pushing for more construction and development is NOT going to solve the problem of traffic in the canyons. Specific to this area (4f) it will only serve to deteriorate or destroy access for climbing, hiking, scenic photography, etc. Along with the recreational aspects, it will impact habitat, human/wildlife conflict (by reducing the space in which wildlife can exist and cramping their already narrow corridors that exist in the Wasatch) and viewshed/watershed.

UDOT, the USFS and ASL and Snowbird must seek a true solution to the traffic issue instead of benefitting the wealthy stakeholders. I urge UDOT/USFS and additional stakeholders to consider implementing significant changes that do not include new construction of a gondola or otherwise widening of state highway 210. There are alternatives and for the future of the canyons, recreationists and ecosystems we must make hard choices. RESTRICT PRIVATE VEHICLES AND TOLL. Build infrastructure near the base of both canyons and INCREASE public transit; instead of millions on gondolas, invest in zero emission busses and create parking structures. Utilize funds from parking structures and bus passes to continually make improvements and continue upkeep on the canyon roads. There are so many more viable options that will not impact this particular area or the canyons overall.

COMMENT #: 119
DATE: 12/20/21 2:04 PM
SOURCE: Website
NAME: Madeline Voloshin

COMMENT:

In regards to the revisions made to "Climbing Resources": relocating boulders is not an acceptable mitigation measure, this ruins the natural setting and the main reason why recreators enjoy climbing outside. It is also my belief that climbing should be considered a "historical resource," as the first routes in Little Cottonwood were established in the 1960s and have had in impact on climbing as we know it today. In addition, the expected trailhead and climbing closures of 2-3 years does NOT meet the needs off all users if the canyon,Âclimbers included. This is unacceptable as the potential gondola benefits only the resorts during ski season. Many recreators use the canyon on a year-round and daily basis to participate in many other activities. It is also extremely frustrating that many questions about the proposed gondola's easement cannot be answered. With all the research and preparation that was conducted for the draft EIS, the lack of answers around property rights seems like a disappointing oversight on UDOT's part. The topic will not only affect climbing resources, but also many other users of the canyon.

COMMENT #: 120
DATE: 12/20/21 2:14 PM
SOURCE: Website
NAME: Roxan Anderes

COMMENT:

Just logical to build a Tram up LCC. Look to Europe for tried and true solutions. Not rocket science

COMMENT #: 121
DATE: 12/20/21 2:35 PM
SOURCE: Website
NAME: Stephen Morton

COMMENT:

Leave the climbing alone you greedy corporate sellouts

COMMENT #: 122
DATE: 12/20/21 2:40 PM
SOURCE: Website
NAME: Tracy Wo

COMMENT:

Please save this treasure climbing area

COMMENT #: 123
DATE: 12/20/21 2:55 PM
SOURCE: Website
NAME: Matt Dietrich

COMMENT:

LCC is a beautiful place and is very important to a large community of climbers. It shouldn't be damaged to fix a small problem. There are other ways to solve the issue.

COMMENT #: 124
DATE: 12/20/21 2:57 PM
SOURCE: Website
NAME: Bryce Onozuka

COMMENT:

Please do not expand Little Cottonwood Canyon road. The benefits do NOT outweigh the consequences. Not only will the beautiful landscape be forever scarred, fresh water will be polluted, runoff from a larger road will acidify the soil and harm the ecosystem, and historical climbs - some which are classic climbs in the country and draw climbers from around the world - will be permanently altered. Most importantly, the noise pollution from a larger road will disrupt the sheer beauty of the canyon.

COMMENT #: 125
DATE: 12/20/21 2:58 PM
SOURCE: Website
NAME: Todd Winzenried

COMMENT:

I am a climber and a hiker. I have been using the climbing areas, bouldering areas and hiking trails/path in Little Cottonwood Canyon for over 30 years. Please preserve these now and for future generations

- All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.
- The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement.
- We do not know the extent of the restriction of climbing resources in the canyon if the gondola would be the chosen alternative. It is unclear if the easement needed for the gondola alignment will include property rights below or aerial rights only. Until we know more regarding property rights, access to these resources are still vulnerable.
- UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years.
- Relocating boulders as a potential mitigation measure for roadway widening is not acceptable.

Thanks,
Todd Winzenried

COMMENT #: 126
DATE: 12/20/21 3:08 PM
SOURCE: Website
NAME: Bob Ketchel

COMMENT:

Hello,

Please consider all aspects of climbing in the canyons as part of Utah's heritage. The Wasatch Front is known around the world for many things.

It should be pretty easy to allow access to all climbing areas and even to go as far as relocating individual boulders if needed.

Think of this as an opportunity to work with the community and history in making something extra special.

Think of this as an opportunity to win industry recognition for doing something out-of-the box.

Thank you for listening to me.

Respectfully,
Bob Ketchel

COMMENT #: 127
DATE: 12/20/21 3:40 PM
SOURCE: Website
NAME: Ben Verdejo

COMMENT:

There are climbing locations that would be lost due to this plan. I hope there is a way this can be corrected.

COMMENT #: 128
DATE: 12/20/21 3:44 PM
SOURCE: Website
NAME: Sarah Ries

COMMENT:

Please protect the canyon and do not expand the road lanes.

COMMENT #: 129
DATE: 12/20/21 4:39 PM
SOURCE: Website
NAME: Amy Dall

COMMENT:

I support expanded bus service with no widening of the lcc road. The impact of widening the road has too great an impact on the ecosystem and the unparalleled Rick climbing locations along the road.

COMMENT #: 130
DATE: 12/20/21 5:03 PM
SOURCE: Website
NAME: Brent Manning

COMMENT:

I am a lawyer, citizen taxpayer, climber, backcountry and resort skier, hiker and someone who loves the Utah outdoors. I agree that something must be done about the traffic in the cottonwoods. However the present proposals for increasing highway width and bus traffic and the gondola will have a huge adverse impact on users other than resort skiers and will simply make little cottonwood less available to users other than patrons of Alta and Snowbird who do not need a publicly subsidized transport system. I am most concerned about the expected loss of roadside parking, both during construction and after. In addition widening the road will either eliminate some of the roadside bouldering areas or put them at the edge of a bus lane. I climb at the gate buttress and boulder area as well as mile marker 5 boulder area among others. Access and the climbing itself needs to be preserved both places and at other climbing areas. Why is it that other alternatives such as a toll for users, decreasing as the number in the vehicle increases, has never been tried? Busses should stop at trailheads, and at climbing and bouldering areas rather than being exclusively for access to the commercial resorts. If high tolls were charged for single vehicle users traffic would be reduced and the revenue could fund more and regular bus service thus reducing if not eliminating the need to widen the road for a bus lane. The present proposals seem designed to benefit the ski areas while sacrificing the interests of all other users.

COMMENT #: 131
DATE: 12/20/21 5:44 PM
SOURCE: Website
NAME: Alex Burlison

COMMENT:

Please, please do not destroy Little Cottonwood Canyon boulders. Many of us spent our first days climbing on these boulders. They have an iconic status in the climbing world. There is a deep history here that will be forever altered if these areas are destroyed. It is absurd to damage access for one outdoor group in order to advance another. There are much better options. Please do not destroy these boulders!!

COMMENT #: 132
DATE: 12/20/21 6:08 PM
SOURCE: Website
NAME: Vita Rice

COMMENT:

The natural wonder of LCC and BCC will be forever tainted by a gondola. Please do not go forward with this crap so that ski resorts can make more money. As a climber and avid hiker, it's already a bummer to see telephone lines above ground, impacting the landscape. We don't need more tech. We just need better bus systems and for large corporations to stop being greedy. This isn't about the health of the canyon, this is about corporate profit. My vote is no. Listen to the people.

Thank you.

COMMENT #: 133
DATE: 12/20/21 6:09 PM
SOURCE: Website
NAME: Adam Constantilos

COMMENT:

Please protect the canyon and preserve the historical recreational playground that it is for climbers.

COMMENT #: 134
DATE: 12/20/21 8:17 PM
SOURCE: Website
NAME: Noah Bigwood

COMMENT:

As a concerned citizen, climber and skier I ask that all resources in the canyon receive equal weight and protection. The current plans appear to consider skit access to commercial areas in the canyon above access and preservation of backcountry ski and climbing. The impact of the current plans on those other resources beyond merely the 4 (f) designated ones must be considered more carefully. I do not support the current version and would much prefer a less impactful on like greater bus service without impactful road widening.

COMMENT #: 135
DATE: 12/20/21 8:31 PM
SOURCE: Website
NAME: Colin Hale

COMMENT:

Id like to bring attention to the project purpose listed in section 26.3.1.1 where it says the purpose of the project is for "All users". UDOT had acknowledged that climbers are including as users however alternative plans still effect climbing access and including removing climbing destinations. Any alternative should not be removing existing climbing area but be including as protected park access.

COMMENT #: 136
DATE: 12/20/21 10:12 PM
SOURCE: Website
NAME: Margo B Becker

COMMENT:

Stop this development. It is disastrous for the environment and we don't need it.

COMMENT #: 137
DATE: 12/20/21 10:22 PM
SOURCE: Website
NAME: Alayna Christiansen

COMMENT:

Absolutely no to a gondola up little cottonwood. It will impact outdoor recreational activity in such a negative way. There are better solutions that do not destroy the outdoor climbing and recreating that goes on all year round.

COMMENT #: 138
DATE: 12/21/21 6:49 AM
SOURCE: Website
NAME: Cameron Griffiths

COMMENT:

I am a Utah local born and raised. I am also an avid rock climber in little cottonwood. The rock climbing is world class. I am deeply concerned the access will be greatly affected by the gondola. For a few busy months out of the year I don't think it's justifiable to alter the canyon forever. My opinion is there are too many people. Like it or not I believe there should be a permit system or alternating days you get to ski. I believe the gondola will have a negative impact visually and environmentally on the canyon. What are the costs to ride it ? Will they close the canyon to up hill traffic when gondola is operating? Will I still be able to access the great white ice climbing area in winter ? What about the gate buttress rock climbing parking lot, Will it go away ? If so where will we park ? Please consider another alternative before altering are beautiful canyon forever.

COMMENT #: 139
DATE: 12/21/21 12:05 PM
SOURCE: Website
NAME: Mike Kraszewski

COMMENT:

Can we just stop with the dumb gondola? It's going to move traffic from the canyon to outside the canyon. It'll move traffic to waiting in line for the gondola to go up, and to go down. Nobody is going to even use it. It is a dumb idea to permanently destroy a very beautiful place for something people won't even use. RIDICULOUS.

COMMENT #: 140
DATE: 12/21/21 12:56 PM
SOURCE: Website
NAME: Bryan Gibson

COMMENT:

I am writing to express my opposition to plans to build a gondola in little cottonwood canyon. This plan is expensive , will take many years to complete and will negatively impact recreational activities such as rock climbing in the canyon. rock climbing in LCC should be considered a “historical resource” as climbing in LCC dates back to the 1960s. on a more pragmatic level building a gondola will be very expensive and in my opinion will not significantly impact the congestion in the canyon (with further incentive people will still drive). I suggest that instead you close all parking outside of parking lots in the winter months, install a guardhouse at the mouth of LCC and have a limit of cars (in the canyon at any one time) equal to the number for parking spaces, each car should be charged a canyon entrance fee which is then used to subsidize the buses , and those sections of the canyon road that are two lanes have one lane designated as the bus lane so that the bus actually moves faster than the cars. in this way (adding costs) putting a hard limit in the number of cars and speeding up the buses you can motivate people to take the bus and demotivate driving. This would reduce congestion in the canyon at a fraction of the cost of building a gondola. on a personal note i have lived in SLC for 25 years and skied in LCC every winter until this one. - I will be skiing elsewhere until the congestion in the canyon is resolved, it is bad for locals and bad for tourists (and the businesses they rely on) to consider a plan that will take years to implement and may have minimal impact when simpler, faster and likely more effective interventions exist. Thank you for your consideration.

COMMENT #: 141
DATE: 12/21/21 1:23 PM
SOURCE: Website
NAME: Kevin Nichol

COMMENT:

I'm glad that the report now treats the climbing area as a (4f) resource and looks more closely at the impacts of the various alternatives on that area. After review, I stand by my original position that the Gondola B alternative makes the most sense, particularly for the long term. The noise and air pollution impact would be far less than we would get from Enhanced Bus alternatives. Yes, there would be some visual impact, particularly over the climbing area and Tanner's Flat, as outlined in the report, but I think that it will be less obtrusive than some critics are making it out to be. When I think of the Snowbird tram, especially as I have stayed numerous times at both the Iron Blossam and Cliff Lodges, I recall that you barely realize that it is coming and going all day long unless you are looking for it. The gondola is also the only mode that will keep open access to the canyon when avalanches on the paths without snow sheds block the road. It also has the greatest capacity to handle traffic increases over the long term.

COMMENT #: 142
DATE: 12/21/21 2:39 PM
SOURCE: Website
NAME: Katy Herrin

COMMENT:

As a local I have seen the damage that has occurred due to the influx of people to Utah and Salt Lake Valleys. I'm very glad that people are happy here and experiencing the outdoors, but it should not come at the cost to damaging some of the little wilderness we have left. A less intrusive approach would preserve the land and activities surrounding it for years to come. Those who cannot afford to or choose to not participate in snow sports should not have to lose valuable recreation areas when there are other options.

COMMENT #: 143
DATE: 12/21/21 3:18 PM
SOURCE: Website
NAME: Matthew Davis

COMMENT:

I support the Enhanced Bus Service Alternative. It's simple, proven, and can be adjusted as needed.
NO GONDOLA!

COMMENT #: 144
DATE: 12/21/21 10:55 PM
SOURCE: Website
NAME: Jace Jones

COMMENT:

Please consider the easiest and most logical solution to the traffic problem being the streamlining and expansion of the bus system without widening the road. I took the bus for the first time this year last weekend. The overall experience was great and a very viable alternative to driving myself. However the bus was packed to the brim. The issue was not that there was only one lane, but that there weren't enough buses! Please protect our canyon and watershed by choosing NOT to permanently alter the natural landscape. The whole reason that people love to visit LCC is because it is a natural beauty and wonder of Utah. The massive amount of cut and fill that would be needed to widen the road would be a permanent scar right through one of the most amazing places we Utahns have to enjoy. Thank you for considering my thoughts.

COMMENT #: 145
DATE: 12/22/21 8:32 AM
SOURCE: Website
NAME: Laron Lemon

COMMENT:

Traffic and the resulting congestion in our canyons need to be addressed. Ride sharing applications, mandatory carpooling, parking structures at the mouth of the canyons (Mobility Hubs Alternative), or a gondola are all feasible options. The problem I see with a gondola (especially starting at La Caille) is that it costs money, incentivizes wealthier citizens to visit the canyons, and dissuades poor citizens from being able to take advantage of our natural resources. If a gondola is placed or another option which has fees is chosen, will there be subsidies for poor people?

As a climber and a backcountry snowboarder I use the side canyons in little and big frequently. The gondola or the cog rail alternative will impact access during construction and may possibly eliminate some of the access to boulders completely. What is to be done with these boulders? Not only are they a source of training, enjoyment, and entertainment; these objects are also part of the history of Salt Lake City. Many of the people who have moved to this beautiful area over the last ten years did so because of the access to the canyons. Continued access to these resources is necessary to foster a healthy relationship between citizens and government. Change is necessary and we NEED to do something about the traffic. If a gondola is chosen to be the best option, I think it would be wise to choose a location to move any boulders that would be destroyed or damaged during construction. A park could be placed at the mouth of little cottonwood canyon to commemorate the history of climbing and recreating in the area impacted by the new gondola. Orientation of the boulders would need to be maintained to preserve the routes. Here is the proposed location to move any boulders that may be destroyed or damaged during construction.

<https://goo.gl/maps/XkARAGFZms8bMREm7>

A gondola will also require a HUGE impact on natural habitats within the area. This will impact access to back country areas within little cottonwood used for climbing, skiing, hiking, and so on. How is this going to impact the local wildlife?

In looking at the most recent evaluation, the options that look the best to me are increased buses, shuttling, new parking structures, and mandatory carpooling. If cars were not allowed up canyon without at least N number of passengers (3,4,5...) this could alleviate a lot of congestion. Many people I see drive up the canyon are in a SUV by themselves...then they meet three other friends at the resort who all did the same. The older and wealthier do this the most (based on personal observation). In my mind, the best way to limit impact on our precious, limited resource that is our canyons is to create parking structures outside of the canyons that people are required to park at. You either pick up the required number of passengers or hop on a shuttle/bus to get up the canyon.

I am under the impression that the gondola is going to happen. Please, to maintain a good relationship between the outdoor/climbing community and UDOT/government, please move and preserve any boulders that would be damaged or destroyed during construction, or that the community would no longer have access to because of the Gondola. Placing these objects somewhere else people can enjoy would be a compromise I think would satisfy people within the climbing community. During construction I think having someone from the SLCA be a consultant would be helpful because they could inform you on which boulders would be best to move. Once again, here is the link to where I think you could easily move any of the boulders to. <https://goo.gl/maps/XkARAGFZms8bMREm7>

Good luck on this tough decision, no matter which option is chosen, a sub-community will probably get mad about it.

Cheers,

Laron

COMMENT #: 146
DATE: 12/22/21 9:56 AM
SOURCE: Website
NAME: Caroline Canter

COMMENT:

Thank you for giving us the opportunity to continue to comment on the Draft EIS, as this is an incredibly influential decision. The future of recreation in LCC is contingent on this decision and I implore you to be conscientious of all recreation resources and access that exists in Little Cottonwood Canyon right now. This is about so much more than ski traffic. This is about sustainable development and access for all types of recreation, all year long. The implementation of a gondola in the canyon will have a negative impact on hundreds of climbing resources, become a visual impairment for visitors, put recreation access on hold for years while under construction, potentially encroach on private property, be a major financial investment and require extensive costs and maintenance for the years to come. I strongly suggest we decline the gondola option and focus on the resources we have in the canyon.

COMMENT #: 147
DATE: 12/22/21 10:00 AM
SOURCE: Website
NAME: Erik OBrien

COMMENT:

No gondola please (using tax payer money to support private interest and contractors to bring profit to various former political stakeholders is unacceptable.). Do not widen the road until you have at least tried having a good bus system. Also, the resorts who have been making hand over fist for years and keep increasing the price of passes despite adding no new services can pay 100% for whatever is proposed. I do not want my tax money to subsidize private interest that exploits the land and is not even a real free-market business (sweetheart land leases). It costs more to ski for a day in Utah than it does in Europe. I hope all the resorts go out of business... which will solve the road traffic issue.

COMMENT #: 148
DATE: 12/22/21 10:00 AM
SOURCE: Website
NAME: Molly Parker

COMMENT:

Hello,

LCC is a historic area for climbing. Destruction of climbing resources, routes, boulders, and general access should be considered more strongly with the implementation of the gondola as a possible alternative. These areas attract people to Utah. They are significant and important in the history of climbing. A lot of the climbing in LCC was developed in the 1960s. Without protection from the gondola, this could all be destroyed.

We also need more information regarding the property rights of the gondola. Is the property extended through air only? Or how far along the base of the easements? Will climbers be allowed in the areas that haven't been destroyed by the construction?

The gondola, as mentioned in many other comments, will also be a major eyesore in the canyon. I don't know how many photos I have looking up and down lcc from climbing routes and boulders. It's hard for me to imagine seeing a gondola in those. It breaks my heart to think of the canyons destruction.

Please consider those who are not in direct relation with Alta and snowbird resorts as well. I am a season pass holder for Snowbird, so o do understand the need for some kind of change as the popularity of lcc grows, but this is not the answer to our problems.

Molly

COMMENT #: 149
DATE: 12/22/21 1:21 PM
SOURCE: Website
NAME: Brent Hamblin

COMMENT:

I am in strong support of keeping Little Cottonwood Canyon road as is, which means NOT adding additional lane (s). I believe adding more frequent buses during the ski season, and Snowbird and Alta setting a parking cap by requiring reservations in advance, will help to better control winter traffic in the Canyon. Adding to the existing road or building a Gondola will forever change the landscape in a negative way, and destroy some popular bouldering areas and access to climbing routes. Climbing, bouldering, hiking and backcountry skiing access must be preserved. Building a Gondola or widening the road will impact all of those activities.

COMMENT #: 150
DATE: 12/22/21 1:26 PM
SOURCE: Website
NAME: Kennard Machol

COMMENT:

Please consider access to the LCC climbing areas (and other backcountry areas) important to those of us who utilize them. Why I moved here 50 years ago.

COMMENT #: 151
DATE: 12/23/21 10:24 AM
SOURCE: Website
NAME: Drew Bedford

COMMENT:

As a resident and canyon user for 40 years, I am writing to oppose the current gondola solution. It is a poorly thought-out solution to a much bigger problem. Skiing impacts transportation in the canyon during the winter. But there are transportation problems year round. The gondola overlooks the transportation needs of climbers, hikers, and backcountry skiers. We need a plan that takes into account ALL user groups, not one.

COMMENT #: 152
DATE: 12/23/21 11:52 AM
SOURCE: Website
NAME: Satchel Friedman

COMMENT:

Thank you for taking the time to read my comment on this matter. I find the proposed development unacceptable and not in line with modern ethics regarding the preservation of scenery and natural resources. I urge UDOT to consider alternate plans, such as mass transit such in the form of busses. Installing an unsightly gondola and permanently damaging our canyon and impacting the wildlife is flatly unacceptable.

Thank you

COMMENT #: 153
DATE: 12/23/21 12:18 PM
SOURCE: Website
NAME: Adriana Chavez

COMMENT:

There are much less impactful solutions to adequately address Little Cottonwood's wintertime transportation problem, while still serving all dispersed recreation users. I strongly encourage UDOT to try their increased electric bus (without roadway widening) proposal coupled with other traffic mitigation efforts before altering the canyon and the overall climbing experience forever.

COMMENT #: 154
DATE: 12/23/21 12:27 PM
SOURCE: Website
NAME: Brett Carroll

COMMENT:

Please try increasing and improving bus service without widening the road before adding an extra lane or building a gondola. Expanding parking at the base and providing more frequent, affordable bus service that can stop at all trailheads will be cheaper, less impactful, and more effective than widening the road or building a gondola.

COMMENT #: 155
DATE: 12/23/21 12:53 PM
SOURCE: Website
NAME: David Lund

COMMENT:

Please continue to work with access groups representing all types of equal recreation in the canyons. Significantly altering and decreasing access to historical recreation on public lands for the benefit of private ski resorts is unacceptable. Tax payer funds that increase access to for-profit corporations at any expense of public recreation are misappropriated and diminish the quality of climbing, hiking, biking, natural habitat for limited benefit of corporations.

COMMENT #: 156
DATE: 12/23/21 1:11 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

The idea that de minimis impact is being pursued seems to not be in alignment with the amount of damage a gondola or road widening will incur in the canyon. Based on these two options you are still drastically diminishing the beauty of the canyon which is its biggest natural resource. If you really want to have the least impact start with a phased approach. This not only will allow you to tailor the amount of busses to the given circumstances (holiday, weekend, big snow storm, etc.) but also will allow UDOT to implement the most up to date electric bus technology as busses need to be replaced. It seems apparent that there is some sort of foul play going on because UDOT is not considering this option (phased approach) as an option prior to attempting to tear up the canyon for the benefit of businessmen who seem to be persuading UDOT (with money or otherwise) that the gondola is a good idea. This project will severely diminish the experience of canyon users and it is not thoroughly vetted. If the project were to remove 5% of all ski areas from Snowbird or Alta it would not be considered. Once those boulders are lost, they are gone forever. It is apparent that UDOT is pushing for the gondola but it is not clear that UDOT has thoroughly thought about this plan. Will the gondola withstand the effects of climate change, including less snow? Will the gondola withstand a fire in the canyon or an earthquake or other natural disaster? How about rock slides? All of these things have happened in the canyon in the last few years. PLEASE IMPLEMENT A PHASED APPROACH!"

COMMENT #: 157
DATE: 12/23/21 2:11 PM
SOURCE: Website
NAME: Jack Weaver

COMMENT:

Climbing is such an important resource in salt lake. It's been a thing since 1961. Bouldering is a sport with worldwide popularity and there are so many classic routes on these boulders that could be permanently lost or lose access to them for years of construction. Please consider your climbing citizens and the boulders they love. This includes the Gate Boulders and 5 mile. These are not currently being considered in the updated proposal. Please try increased electric buses and traffic mitigation before going down an irreversible path.

COMMENT #: 158
DATE: 12/23/21 3:19 PM
SOURCE: Website
NAME: Kitty Calhoun

COMMENT:

I am writing as a climber who is concerned about the Revised EIS Draft. Specifically:

- * All climbing resources, boulders, and routes should be considered "historical resource".
- *We do not know the extent of the restriction of climbing resources in the canyon if the gondola is the chosen alternative.
- *UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years.
- *Relocating boulders as a potential mitigation measure for the roadway widening is not acceptable.

Sincerely,
Kitty Calhoun

COMMENT #: 159
DATE: 12/23/21 3:47 PM
SOURCE: Website
NAME: Austen McNulty

COMMENT:

I feel like this reevaluation is still not taking into consideration the long term effects this project will have on the canyon and future recreation. On top of that I feel it's choosing to overlook the historical significance many of these areas have that will be affected by a gondola or destruction to the surrounding environment. Please take a stronger look at expanding bus services and choosing to mitigate traffic up canyon during peak season.

COMMENT #: 160
DATE: 12/23/21 6:33 PM
SOURCE: Website
NAME: Kyle Goupil

COMMENT:

Please say no to the gondola! The gondola will impact many climbing areas. If these areas are lost to our community it will be devastating.

COMMENT #: 161
DATE: 12/23/21 8:00 PM
SOURCE: Website
NAME: William Lycholaj

COMMENT:

- All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.

- The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement.

- We do not know the extent of the restriction of climbing resources in the canyon if the gondola would be the chosen alternative. It is unclear if the easement needed for the gondola alignment will include property rights below or aerial rights only. Until we know more regarding property rights, access to these resources are still vulnerable.

- UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years

- Relocating boulders as a potential mitigation measure for roadway widening is not acceptable.

Ultimately, there are much less impactful solutions to adequately address Little Cottonwood’s wintertime transportation problem, while still serving all dispersed recreation users. The SLCA strongly encourages UDOT to try their increased electric bus (without roadway widening) proposal coupled with other traffic mitigation efforts before altering the canyon and the overall climbing experience forever. UDOT needs to hear from you, again, by January 10th. Save Little Cottonwood climbing! Large-scale transportation infrastructure projects threaten the natural qualities that make Little Cottonwood Canyon such an iconic and treasured destination.

COMMENT #: 162
DATE: 12/24/21 8:48 AM
SOURCE: Website
NAME: Ryan Canter

COMMENT:

I appreciate the ability to continue to comment on the transportation options in Little Cottonwood Canyon, and I firmly believe that a gondola option does not provide reasonable access to recreation in the canyon beyond resort skiing. A gondola is a massive financial and resource-heavy investment that would impact recreation for years to come, from ongoing construction, maintenance needs, and limited access. This would change the landscape of recreation in the canyons and remove the natural haven we all desire to maintain.

COMMENT #: 163
DATE: 12/24/21 9:37 AM
SOURCE: Website
NAME: Brandon Orme

COMMENT:

Don't do it

COMMENT #: 164
DATE: 12/24/21 9:46 AM
SOURCE: Website
NAME: James Forrest

COMMENT:

Please spend more time looking at options that do not include destroying historic climbing areas of LCC. A gondola will not serve the public. Buses buses buses would be ok by everyone.

COMMENT #: 165
DATE: 12/24/21 11:12 AM
SOURCE: Website
NAME: Rachel Fixsen

COMMENT:

Please protect rock climbing resources in Little Cottonwood Canyon when designing a new traffic management plan. The area has been a treasured resource for many thousands of visitors and Salt Lake City residents for decades. The boulders in the path of the gondola alternative can't be replaced, reproduced, or moved and still hold the same value they have to climbers now. Please consider less destructive alternatives, like an improved bus system, to alleviate traffic congestion in the canyon.

COMMENT #: 166
DATE: 12/25/21 7:04 PM
SOURCE: Website
NAME: Matthew Brooks

COMMENT:

As an SLC-based climber and frequent LCC visitor, I support the SLCA's recommendations:

I encourage UDOT to try the increased electric bus (without roadway widening) proposal coupled with other traffic mitigation efforts before altering the canyon and the overall climbing experience forever.

Something to keep in mind is that congestion is a function of popularity. So long as the benefits exceed the costs, traffic will steadily increase. Traffic jams & road delays represent a natural regulator of traffic & visitation. If the downsides of visiting LCC abate due to more infrastructure, usage will simply increase to a point where it reestablishes balance.

People respond to incentives, and given the pressure on the cottonwood canyons due to ski resort expansion & aggressive marketing, I don't think it's appropriate to continue to incentivize higher levels of visitation.

COMMENT #: 167
DATE: 12/25/21 8:39 PM
SOURCE: Website
NAME: Logan Gillen

COMMENT:

As a Utah resident, please consider the bus only option (I believe option 25.6.2) with enhanced traffic flow. No widening of the roadway is needed to support the current demand of skiers with a bus only option. This is a safer, easier, and less polluting option that will enhance the ski experience for all, and most importantly mitigates the environmental impacts of road widening and the gondola.

COMMENT #: 168
DATE: 12/26/21 4:12 PM
SOURCE: Website
NAME: Tyler Smithson

COMMENT:

Less harmful options exist when it comes to UDOT facilitating traffic to Snowbird and Alta than wider roads and aerial tramways. Neither alternative are desirable options for any user group other than alpine skiers and snowboarders. The gondola will have a huge visual impact on the climbing experience in the canyon and result in questionable access to hundreds of boulder problems below the cables. How can UDOT even guarantee that people will want the extra hassle to park their cars and ride the gondola.

Consider climbers in the canyon. Neither the gondola or widening the road will have any benefit. Routes were first being established in LCC in the early 1960s and should be considered a "historical resource." How will climbers access the bouldering and climbing resources during a 2-3 year construction timetable? Relocating boulders is a potential mitigation measure for road widening is not acceptable. How do the two alternatives benefit the backcountry access (both winter and summer)? This capitalistic expansion into our canyons is antiquated and only sets a precedent for future plans of further expanding ski resorts' industrial footprint.

Furthermore, why is UDOT incentivized to invest half a billion dollars for the upper class in the mountains when it should be making investments directly in the city where people live? \$500 million would go a long way in daylighting the seven creeks that flown from the Wasatch Canyons. This would provide year-round access to east-west active transportation corridors that can be used by all strata of society without necessitating automobiles. Additionally, this would help to lower our carbon footprint by enabling regeneration of riparian habitat for a multitude of flora and fauna species.

COMMENT #: 169
DATE: 12/27/21 12:37 PM
SOURCE: Website
NAME: George Chapman

COMMENT:

Since the US Forest Service is emphasizing trails (combining them), it should ensure that the noise level in the Canyon is not increased with diesel buses. Electric buses should be required in the Canyon. The US Forest Service requires quiet on many other trails and should ensure that diesels and other loud vehicles are not allowed to increase the noise level

COMMENT #: 170
DATE: 12/27/21 12:38 PM
SOURCE: Website
NAME: Karl Meltzer

COMMENT:

Start gondola at base of Lisa falls in that flat area. Parking garage built into the mountain against the road now. Out of public view. Shorter ride less cost. Less traffic backed up on wasatch boulevard

COMMENT #: 171
DATE: 12/27/21 12:39 PM
SOURCE: Website
NAME: Michael Tomer

COMMENT:

I hole heartedly support the gondola option.

COMMENT #: 172
DATE: 12/27/21 12:39 PM
SOURCE: Website
NAME: Charlie Lozinger

COMMENT:

I have a disabled daughter who loves to ski at Alta. The ability to drive our vehicle to Alta is a requirement.

COMMENT #: 173
DATE: 12/27/21 12:53 PM
SOURCE: Website
NAME: Anthony A. Lazzara

COMMENT:

I continue to believe that the Caille-based gondola plan (followed by the other gondola plan) would do the most to alleviate traffic and decrease our impact on LCC, while still allowing full access to the canyon. Adequate parking could be built and even sufficient facilities to allow lockers, etc, at the gondola base to make the entire gondola experience truly fantastic! Personally, I'd like to see all Wasatch areas connected via a public gondola system so that we'd all be able to leave our cars in one place and enjoy all of the ski areas, hiking and towns without having to take a dangerous drive (whether by car or bus). I prefer the gondola to the cog train as I think the long term environmental impact would be lower, although I understand the construction might be of greater short term impact. Buses are a terrible idea because they never end up getting used as envisioned and people will just keep driving. I'd be happy to sign up for lockers for my family at a gondola base today - even knowing we wouldn't be able to use them for years!

COMMENT #: 174
DATE: 12/27/21 12:55 PM
SOURCE: Website
NAME: Teri Klug

COMMENT:

Gondola is the only option for effectively loading and unloading the canyon.

COMMENT #: 175
DATE: 12/27/21 1:03 PM
SOURCE: Website
NAME: Margaret Bourke

COMMENT:

I restrict my comments to those within the boundaries of the Town of Alta, not commenting on the other revisions related to trails and climbing sites further West in LCC.

Thank you for noting the presence of the Alta Town Park in LCC, and including it in the revisions to Chapter 26. I note it is now referenced in 4 places in the revised chapter. However, only one of those does more than simply include the name. Rather, the draft EIS concludes that there is simply "no use" or impact of the Alta Town Park. (¶26.5-9). With that conclusion, there is no mention or "need" for avoidance, mitigation or minimization of harm, indeed, none has been included. Not even a "de minimus" impact analysis, with the conclusion there is no impact.

This is said to be the case because no gondola tower will be within the boundary of the park, nor cables or cabins over the park. The summation continues: "The proximity of the gondola towers and cables would not substantially impair the use of the park as a volleyball court and picnic area." However, as a "park" is serves more uses and purposes than the two outlined and "studied." As a park, is/will there be a substantial impairment to continued use of the park for educational programs involving Tracy Aviary bringing raptors for viewing and learning? Where is the consideration of future impacts to activities that take place in all parks, no matter the size or location, including the Alta town Park: resting, enjoy natural scenery in all directions, observing flora and fauna, photography of nature, versus infrastructure, a place for quiet reflection and solitude? Having failed to consider activities that occur in the park, apparently failing to communicate with the Town of Alta for all the uses of the park, is this an oversight that suggests the conclusion that there will be no substantial impact to the use of the park is premature, or worse, incorrect? If these current activities/uses would be impaired by the proximity of gondola towers or cables/cabins, what avoidance, mitigation of minimization efforts might there be?

Thank you for the opportunity to submit a further comment to this revision of the draft EIS.

COMMENT #: 176
DATE: 12/27/21 1:05 PM
SOURCE: Website
NAME: Sara Clark

COMMENT:

No gondola
Have more busses and more park and ride lots

COMMENT #: 177
DATE: 12/27/21 1:05 PM
SOURCE: Website
NAME: Lewis Suel

COMMENT:

I support rails and gondola combined. It was always frustrating to live just 10.2 miles down the road from the resorts and not have any local exemption for being that close and having the entire valley overwhelm the canyon - our original reason for location by the mouth of the canyon. Hope there is a solution soon

COMMENT #: 178
DATE: 12/27/21 1:05 PM
SOURCE: Website
NAME: Devin Mccurdy

COMMENT:

The option which impacts the least visually and environmentally is ideal. Gondolas ruin the nature aspect and take over the canyon for pleasure. Widen the road for busses only. Public transit is the answer

COMMENT #: 179
DATE: 12/27/21 1:09 PM
SOURCE: Website
NAME: Karen Meredith

COMMENT:

All of the focus has been on increasing traffic speed up the canyon. We have heard nothing from the resorts, who will benefit the most from the increased traffic, on how they plan to improve the visitor experience when they arrive. At this time I do not feel safe skiing on the hill. Perhaps the focus should be on limiting the number of people not cars in the canyons.

COMMENT #: 180
DATE: 12/27/21 1:14 PM
SOURCE: Website
NAME: Margaret Bourke

COMMENT:

In reviewing revised Appendix B, again the draft EIS includes letters from November 2021 to Town of Alta Assistant Administrator Chris Cawley. In none of the 5 places the Alta Town Park is Josh van Jura's letter mentioning any consideration of activities other than volleyball, picnic and bar-b-ques activities in the de minimis analysis. It appears that the Alta Town Park now has references in 9 places in revised Chapter 26 and appendices; none considering other activities which currently occur. What would be the effect of 66dbA to educational activities at the Alta Town Park; the effects to the Tracy Aviary birding activities, etc? The conclusion of de minimis impact to the Alta Town Park appear premature.

COMMENT #: 181
DATE: 12/27/21 1:41 PM
SOURCE: Website
NAME: Wesley Eads

COMMENT:

Enhanced bus services with dedicated bus lane services all users. But the fact still remains that this service should be utilized to stop at most major trailheads to reduce congestion in the entirety of the canyon. It should also be a year round service and not limited to operating hours of Alta and Snowbird. This is a community funded project and without major funding provided by those two resorts it should not function to only serve private businesses. Parking for non resort users should still remain on roadways and trailheads. As they serve the community of users that are funding this project.

COMMENT #: 182
DATE: 12/27/21 1:59 PM
SOURCE: Website
NAME: Cynthia Lazzara

COMMENT:

I live at the mouth of little Cottonwood Canyon and would greatly appreciate a gondola that came to the La Calle property (plan #2). Please install that ASAP.

COMMENT #: 183
DATE: 12/27/21 2:52 PM
SOURCE: Website
NAME: Randy Gunter

COMMENT:

Last week UDOT announced the need to do something with traffic flow along Foothill Drive due to daily commute traffic as well as game day traffic. They want to make it safer for pedestrians. The same scenario is in play with Wasatch (heavy commuter traffic and days when skiing clogs up the roadway). Why is this road so different in that it has to be widened and speeds increased to make accommodations? It seems that UDOT is bowing from pressure from Snowbird or the developers around LaCaille to make their destinations more profitable on the taxpayers dime. The gondola/cog rail ideas are the biggest corporate boondoggles being presented to the taxpayers UDOT has possibly ever presented. The initial construction costs are outrageous and will only increase once construction begins but then the ongoing maintenance expense will be saddled on us all until it is scrapped a few years from now when it's justified as too expensive. There is no need to build a super highway that ends in a parking garage and a developer's payday at LaCaille. Slow the speeds on Wasatch, allow more room for bikers (there are literally hundreds of them every day), and put in more busses to take people skiing. Charge tolls to maintain the road to those precious few that are above riding the bus. The ski resorts can make their money in parking garage fees or valet service.

COMMENT #: 184
DATE: 12/27/21 3:00 PM
SOURCE: Website
NAME: Rob A

COMMENT:

No to the Gondola and no to the 3rd lane options. It makes sense to add parking near the mouth, add a toll booth and increase the bus schedule

COMMENT #: 185
DATE: 12/27/21 3:04 PM
SOURCE: Website
NAME: Patrick Reddish

COMMENT:

Please do something. Anything.

COMMENT #: 186
DATE: 12/27/21 3:08 PM
SOURCE: Website
NAME: Isaac Lindstrom

COMMENT:

PROTECT CLIMBING!

COMMENT #: 187
DATE: 12/27/21 3:11 PM
SOURCE: Website
NAME: Taylor Cutler

COMMENT:

YES, TO THE COG RAIL SYSTEM!!!
THIS IS WHAT WE NEED!

COMMENT #: 188
DATE: 12/27/21 3:13 PM
SOURCE: Website
NAME: Taylor Cutler

COMMENT:

YES PLEASE DO THE COG RAIL SYSTEM!

COMMENT #: 189
DATE: 12/27/21 3:28 PM
SOURCE: Website
NAME: John Drew

COMMENT:

The 100 year solution is electric rail, not road widening nor a gondola, tied into the countywide RTA system. Be bold, think long term sustainability and environmental protection.

COMMENT #: 190
DATE: 12/27/21 3:30 PM
SOURCE: Website
NAME: Bradley Richlin

COMMENT:

I think improved bus service, widening the road, avalanche protection, and acquiring more (covered) parking for improved bus service make sense. I also think a gondola makes no sense at all, for a number of reasons. All lifts and gondolas need to stop during heavy winds and they all break sooner or later. Shifting the traffic and parking issues to another neighborhood will only move the problem.

COMMENT #: 191
DATE: 12/27/21 4:07 PM
SOURCE: Website
NAME: Kevin Blalock

COMMENT:

I am in favor of either gondola option, provided that the park-and-ride lot, and associated facilities, are improved or maintained as-is at a minimum.

COMMENT #: 192
DATE: 12/27/21 4:11 PM
SOURCE: Website
NAME: David Thieme

COMMENT:

The enhanced bus services and/or the bus services with the shoulder lane are the best options.

COMMENT #: 193
DATE: 12/27/21 4:58 PM
SOURCE: Website
NAME: Alex Lemieux

COMMENT:

All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.

The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement.

We do not know the extent of the restriction of climbing resources in the canyon if the gondola would be the chosen alternative. It is unclear if the easement needed for the gondola alignment will include property rights below or aerial rights only. Until we know more regarding property rights, access to these resources are still vulnerable.

UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years.

Relocating boulders as a potential mitigation measure for roadway widening is not acceptable.

.

COMMENT #: 194
DATE: 12/27/21 5:25 PM
SOURCE: Website
NAME: Ken T

COMMENT:

I suspect that developers are behind the attempt to place a tram in Little Cottonwood Canyon. As a taxpayer, I have no interest in this attempt and will oppose it at every turn including a citizen initiative. I'm sick and tired of our taxes being used on impractical ideas that benefit Corps, LLC's and private businesses. Get them off our trough.

COMMENT #: 195
DATE: 12/28/21 9:09 AM
SOURCE: Website
NAME: Robert McCowan

COMMENT:

I appreciate all the work and effort invested into this project thus far. I feel the gondola is the best solution as it is seldom going to be affected by snow, avalanches or traffic volume. It also should have the smallest carbon footprint if solar and/or wind power is used.

COMMENT #: 196
DATE: 12/28/21 9:13 AM
SOURCE: Website
NAME: Sean Tropsa

COMMENT:

From a multi use and local area impact perspective (not to mention cost) i think it is clear that the cog rail and gondola options have the greatest detrimental impact relative to their potential to help alleviate traffic issues in LCC.

COMMENT #: 197
DATE: 12/28/21 10:22 AM
SOURCE: Website
NAME: Nate Brown

COMMENT:

I have carefully studied the UDOT proposals and listened to the two public comments videos provided on UDOT's website. I have been an avid user of Little Cottonwood Canyon for 40 years, which includes many, many years of resort skiing, backcountry skiing, hiking, climbing, biking and even working in the canyon.

The 2 proposals are far too expensive at more than half a billion dollars and will just make an expensive sport even more unaffordable for local skiers as the cost will eventually, in some way, be passed on down to the skiers. The proposals are also far too destructive to our beautiful canyon to solve a problem that happens about 20 times a year, and greatly hurts the climbing community near the base of the canyon. The transportation times are too long for most local skiers to want to use the proposed systems. Additionally, the resort lift capacity is not changing and the lift lines are already far too long now. On a powder morning the lift lines are already ridiculous, even on the snowiest of mornings when traffic is hampered due to the weather. Why increase transportation up the canyon when the resorts can't handle what is already there?!!!

The best solutions would be to do the following:

1. Build snow sheds at only the very worst 2 or 3 avalanche paths to maintain traffic flow, safety and minimize destructive construction.
2. Increase existing bus service, but do not widen the road or add lanes in the canyon. Once up the canyon a little way the traffic flows well even on the worst of days.
3. Add just one (1) southbound express bus lane on Wasatch Blvd from BCC to the mouth of LCC. This alone will incentivize people to use the bus because this is the area with the worst traffic problem. Please don't wreck Wasatch Blvd with more than one lane added!!!
4. Snowbird should continue to use the FREE parking reservation system they used last year to limit the number of skiers and cars. Alta should adopt the same system. This will also help with the end user experience by eliminating overcrowding. We don't need to increase skiers' cost and travel times to limit the number of cars. It can be done for free!!!!
5. Increase the snow removal and de-icing capability.
6. Increase the busing and canyon transportation services for tourists who don't know how to drive in the canyon.
7. Tolling will cause increased traffic congestion at the tolling site, which we are trying to reduce, and is totally not necessary to reduce the number of cars in the canyon as the parking reservation system will solve.

As you can see, this involves not just a UDOT solution as item 4 solve much of the problem with zero costs.

If you have any questions, comments or concerns I'd love to hear them as well.

COMMENT #: 198
DATE: 12/28/21 10:35 AM
SOURCE: Website
NAME: Courtney Henley

COMMENT:

The Alta Parking Reservation system appears to be having a dramatic positive effect on reducing congestion on Hwy 210. This revolutionary improvement is costing taxpayers zero dollars and has solved canyon congestion. The ideas of widening the road or adding a gondola are now obsolete. The transportation industrial complex that feeds off of UDOT dollars must be in crisis mode. This is no reason to feed these private contractors with taxpayer money. What Utah needs is a radical realignment of our economy that stimulates what used to be a massive road building industry and directs that stimulus into non-road building activities like reclamation. The problem is fixed for taxpayers and Hwy 210 users. Now taxpayers must protect their interests from the transportation industrial complex that wants more projects and more money even if there is no need.

COMMENT #: 199
DATE: 12/28/21 11:04 AM
SOURCE: Website
NAME: Annie Ng

COMMENT:

As a Salt Lake City resident, I care about not having any changes to little cottonwood canyon and a tram. It would create immense environmental damage and change the recreation for salt lake residents and visitors. The cottonwood canyons are beautiful and it would be tainted by the installation of a gondola or tram.

COMMENT #: 200
DATE: 12/28/21 11:56 AM
SOURCE: Website
NAME: John Labrie

COMMENT:

You clearly have put a tremendous amount of thought and effort into this - thank you. I think that the Enhanced Bus Service and Snow Sheds with Realigned Road Alternative are a very viable option to the Gondola. Nothing we do will have no impact, but to me this is the best compromise of long term viability, cost and minimal impact on the canyon.

COMMENT #: 201
DATE: 12/28/21 12:00 PM
SOURCE: Website
NAME: Nico Savoia

COMMENT:

I disagree with this draft. We cannot continue to put our environment and nature conservation as an after thought. You do not have my support or the support of many others. The idea to thoughtlessly destroy beautiful wilderness and a space for outdoor recreation to allow others to enjoy their form of outdoor recreation is ridiculous and counterintuitive. Please work to gain the support of the outdoors community in Salt lake City!

COMMENT #: 202
DATE: 12/28/21 12:17 PM
SOURCE: Website
NAME: Kristen Reid

COMMENT:

I live at the base of little cottonwood and am extremely against the gondola, I think we can encourage people to take the bus to solve the issues with congestion and still preserve the beauty of the canyon. The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement and many of us locals recreate (responsibly) on that land.

COMMENT #: 203
DATE: 12/28/21 4:19 PM
SOURCE: Website
NAME: Justin Wood

COMMENT:

While I appreciate the inclusion of the Alpenbock trail and grit mill climbing area as a resource, I would like to see a less impactful option in the canyon like increased electric buses.

The gondola has significant visual impacts and ruins the natural aesthetic of the canyon and the environment and does nothing to assist in the transport of dispersed recreation throughout out the canyon.

The many Climbing resources in the canyon are historic and world renowned and should be protected as a top priority.

I encourage an option that doesn't ruin the climbing resources nor creates significant visual impacts to the canyon.

COMMENT #: 204
DATE: 12/28/21 4:26 PM
SOURCE: Website
NAME: Matthew Kastellec

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 205
DATE: 12/28/21 4:31 PM
SOURCE: Website
NAME: Andrew Jones

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 206
DATE: 12/28/21 4:36 PM
SOURCE: Website
NAME: John Bercaw

COMMENT:

Dear UDOT,
Please consider less intrusive alternatives than road widening or the gondola for LCC. I am a skier and a climber (life long season pass holder at Alta) and both the gondola and road widening would alter LCC forever. Please do not go through with either one.
Thank you,
John Bercaw

COMMENT #: 207
DATE: 12/28/21 4:37 PM
SOURCE: Website
NAME: Jennifer Baker

COMMENT:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing..

COMMENT #: 208
DATE: 12/28/21 4:48 PM
SOURCE: Website
NAME: Parker Willett

COMMENT:

The revisions do not do enough to preserve and protect the canyon's rock climbing and beauty.

COMMENT #: 209
DATE: 12/28/21 5:06 PM
SOURCE: Website
NAME: Fallon Rowe

COMMENT:

As a climber, I urge you to reconsider the gondola and road widening initiatives in LCC. The impact on climbing recreation is severe, and the years-long construction will have a negative effect on many users in the area. The last thing our natural areas need is more development. I'm a geologist in addition to being a climber, and I recognize the importance of leaving natural wonders undisturbed. Building a gondola and expanding infrastructure in a scenic canyon is not a good idea. I urge you to listen to the Access Fund and all of the great people advocating for protecting climbing by scrapping these proposals.

COMMENT #: 210
DATE: 12/28/21 5:07 PM
SOURCE: Website
NAME: Bob Springmeyer

COMMENT:

While as a member of the Alpenbock Club, I appreciate UDOT's recognition of the Alpenbock Loop and Grit Mill Climbing area as a "4(f) recreational resource".

However the following issues still need resolution:

- It appears that UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:
- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.
- The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

Sincerely submitted

Bob Springmeyer

Alpenbock Climbing Club 1964-2021

COMMENT #: 211
DATE: 12/28/21 5:20 PM
SOURCE: Website
NAME: Thomas Moore

COMMENT:

Part of my reason for living in salt lake city is it's access to this canyon. It is hard to describe the oversight this proposal makes in the impacts it will have to the experience that lcc provides for climbers and a number of other groups of people. It is disappointing that a gondala and shoulder lane are still being considered when less impactful and cheaper options exist.

COMMENT #: 212
DATE: 12/28/21 5:22 PM
SOURCE: Website
NAME: Cherie Mockli-Aedo

COMMENT:

I am a local. I grew up in Utah's mountains and I have observed the impact of overgrowth in our valleys. The canyons have always been a sacred retreat for me and my family. I understand the mountains are also a draw for outsiders and I need to share what has always been a treasure. I do not appreciate, however, the changes proposed to what I love most about LCC. The gondola and/or the road widening options are both threats to climbing areas and trail heads for hiking. The gondola proposal, in particular, only serves winter sports and the lodges in the canyon. It is clear that proposal is pandering to a wealthy demographic that is predominantly out of staters. I do not believe it represents the desires of longtime residents who enjoy access to the canyon year round. The road widening will also specifically impact climbing areas, making them less enjoyable if they can even be salvaged after construction. The construction process alone will take away recreation for climbing and hiking. Adding more thoughtful transportation for high use months (aka ski season) seems to make the most sense and is least impactful to the nature and beauty of the canyon. Pls consider residents who have lower incomes and recreate the canyon outside of the resorts and out of state interests.

COMMENT #: 213
DATE: 12/28/21 5:26 PM
SOURCE: Website
NAME: Eric Edelman

COMMENT:

I do not support either construction option as the impact to the canyon would destroy a natural wonder. Please consider reducing the total number of vehicles in the canyon first.

COMMENT #: 214
DATE: 12/28/21 5:59 PM
SOURCE: Website
NAME: Teresa Crockett

COMMENT:

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators. It also inaccurately characterizes the noise impact when the noise impact would actually be significant.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Butte property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 215
DATE: 12/28/21 6:00 PM
SOURCE: Website
NAME: Becky Williams

COMMENT:

As a Utah resident and avid outdoors person, I prefer neither of these options for changing Little Cottonwood Canyon. Please go back to the drawing board and find a way to save the climbing access without prioritizing access to ski resorts over other interests. Respectfully,

COMMENT #: 216
DATE: 12/28/21 6:08 PM
SOURCE: Website
NAME: George Chapin

COMMENT:

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value. Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

COMMENT #: 217
DATE: 12/28/21 6:17 PM
SOURCE: Website
NAME: Greg Radin

COMMENT:

I continue to oppose the gondola proposal in LCC due to its aesthetic impact. Please consider climbing resources in the lower canyon in your planning.

COMMENT #: 218
DATE: 12/28/21 6:26 PM
SOURCE: Website
NAME: Eric Swenson

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

Please do not jeopardize our incredible local climbing resources!

Thank you,
Eric

COMMENT #: 219
DATE: 12/28/21 6:38 PM
SOURCE: Website
NAME: John Oungst

COMMENT:

To Whom It May Concern,

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated, the analysis significantly underestimated the impacts that a shoulder lane or gondola alternative will have on climbing resources. Specifically, my points and concerns are addressed here:
Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Thank you for taking the time to read my comment and allow me to express my concerns.

COMMENT #: 220
DATE: 12/28/21 6:44 PM
SOURCE: Website
NAME: Jake Tallman

COMMENT:

The statement fails to protect historic climbing sites. Please consider the impact this would have on SLC's recreation.

COMMENT #: 221
DATE: 12/28/21 6:44 PM
SOURCE: Website
NAME: Todd Winzenried

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 222
DATE: 12/28/21 7:32 PM
SOURCE: Website
NAME: Hunter Brown

COMMENT:

Hello please consider the citizens who go to LCC year round. Rather than pandering to the larger companies who do need more money. Please consider other options such as having to pay every time you enter LCC.

COMMENT #: 223
DATE: 12/28/21 7:32 PM
SOURCE: Website
NAME: Zebediah Engberg

COMMENT:

The proposal will permanently ruin the Wasatch front, one of Utah's greatest natural treasures. Please avoid further destruction of the LCC wilderness.

COMMENT #: 224
DATE: 12/28/21 8:14 PM
SOURCE: Website
NAME: Brandon Hill

COMMENT:

Please explore less invasive options before making any permanent alterations to the landscape.

COMMENT #: 225
DATE: 12/28/21 8:39 PM
SOURCE: Website
NAME: Jill Adler

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 226
DATE: 12/28/21 8:58 PM
SOURCE: Website
NAME: Annie Smoot

COMMENT:

While the efforts to accommodate increased traffic in Little Cottonwood Canyon with the consideration of minimizing its impact on its classic climbing areas, the gondola would change the nature of the canyon forever, commercializing it and removing some of its climbing history. It would cause noise and visual effects, as well as decrease the remote feel of many climbing areas. It's hard to feel that well-needed distance from the city and natural freedom that the mountains provide when a large gondola crosses through view. The construction period would limit canyon use and cause difficult accessing the already crowded canyon. Little Cottonwood Canyon is and incredibly special place, I would hope for a less costly solution that would preserve what's left of it's remote beauty. Thank you for proposing solutions to the overcrowding canyons and for considering the thoughts of the public prior to making a final decision, we appreciate you.

COMMENT #: 227
DATE: 12/28/21 9:47 PM
SOURCE: Website
NAME: Christopher Ely

COMMENT:

I believe Millcreek canyon is an incredible example of what great traffic mitigation looks like for canyon roads here near Salt Lake City. It checks literally every box that you should be considering in terms of canyon traffic mitigation and keeping the uninhibited nature experience that one receives in Little Cottonwood Canyon. The only people you are pleasing by continuing with any proposed option that involves destruction of little cottonwood land are tourists and visitors to the Wasatch. In the meantime you will upset and anger every member of your community. Please Do Not Destroy Any More Of Little Cottonwood Land when it is not needed. A toll would bring more money in, keep more people out (invoke a car limit if you have to!!), and keep from having to destroy any land. Why is it not the #1 option. Please discuss that.

COMMENT #: 228
DATE: 12/28/21 10:01 PM
SOURCE: Website
NAME: Ambrose Curtis

COMMENT:

The problem has been solved and it cost the state nothing. From what I've heard and seen, since Alta has implemented paid parking this year on the state road, there has been an abundance of excess parking spots this ski season and the traffic has been much more tolerable compared to recent years. It basically turned the traffic clock back 10 years. I suggest Alta and Snowbird continue to crank up the parking costs to further mitigate congestion. This will save a few billion dollars of state money on a gondola and protect non resort natural resources that the gondola and widened lanes will destroy. Adding earlier morning buses and bus stops at the non resort trailheads to support non resort users would further improve the canyon situation. Thank you.

COMMENT #: 229
DATE: 12/28/21 10:04 PM
SOURCE: Website
NAME: Ambrose Curtis

COMMENT:

We need to pause and re-evaluate these options. The problem had been solved. From what I've heard and seen, since Alta has implemented paid parking this year on the state road, there has been an abundance of excess parking spots this ski season and the traffic has been much more tolerable compared to recent years. It basically turned the traffic clock back 10 years. I suggest Alta and Snowbird continue to crank up the parking costs to further mitigate congestion. This will save a few billion dollars of state money on a gondola and protect non resort natural resources that the gondola and widened lanes will destroy. Adding earlier morning buses and bus stops at the non resort trailheads to support non resort users would further improve the canyon situation. Thank you.

COMMENT #: 230
DATE: 12/28/21 10:55 PM
SOURCE: Website
NAME: Spencer Smith

COMMENT:

Please reconsider less expensive options for traffic control in LCC. I wrote a longer comment last time but the sentiment stays the same. It is unwise to build a gondola serving only two private companies before trying cheaper potentially more effective alternatives. I would encourage a tolling system with passes to transport companies, this allows incentive for private companies to invest in innovative solutions while using variable tolling to control traffic.

COMMENT #: 231
DATE: 12/28/21 10:58 PM
SOURCE: Website
NAME: Kai Benedict

COMMENT:

I read the proposals and really fail to see how either considers the needs of anyone besides the two large corporate entities Alta and Snowbird. The huge cost burden and significant destruction of natural resources is unjustified and feels like jumping to extreme measures. Expanding bus services or even closing the canyon and treating it more like Zion canyon haven't been explored, and there is really no option that doesn't destroy existing access which seems sacrificial and unnecessary. While every available step should be taken to minimize danger, the loss of a little bit of profit doesn't justify significant alteration of this beautiful canyon. I think these choices are ultimately short sighted and I would love to see other low cost alternatives at least considered if not outright piloted.

COMMENT #: 232
DATE: 12/28/21 11:21 PM
SOURCE: Website
NAME: Eli Budzinski

COMMENT:

Hi UDOT, my name is Eli Budzinski and I am a freshman in college at the University of Utah. I am on their competitive climbing team and climb with my teammates several times a week in little cottonwood canyon. Little is one of the most unique and special places I have ever been too. Altering the canyon with a gondola or road widening would destroy hundreds of Boulder problems that my friends and I spend hours climbing on every week. During the construction phase access to the non-destroyed climbing would be severely limited and climbing in little cottonwood would be hard or impossible at that time. Please do not destroy the natural beauty of the canyon and the fun it provides for climbers from all over the world. Little cottonwood canyon is a world class climbing area and the natural beauty should not be permanently destroyed for a month or two of heavy ski traffic. Please consider another option such as a shuttle service or toll for the road during these few critical months of the year.

COMMENT #: 233
DATE: 12/29/21 12:29 AM
SOURCE: Website
NAME: Paige Tovey Jones

COMMENT:

I oppose any change to Little Cottonwood Canyon that would affect the boulders. This means that I oppose the gondola and widening the roads for an additional bus lane. There are many, many better options that would not compromise the climbing in the canyon.

COMMENT #: 234
DATE: 12/29/21 12:40 AM
SOURCE: Website
NAME: Rockwell Rumel

COMMENT:

DOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttness property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 235
DATE: 12/29/21 1:13 AM
SOURCE: Website
NAME: Emmeline Wang

COMMENT:

Please review the environmental and societal impacts this will do if you move forward with the gondola project. Please consider everyone's interest than just the few that this would serve.

COMMENT #: 236
DATE: 12/29/21 1:57 AM
SOURCE: Website
NAME: Raleigh Simpson

COMMENT:

Udot is being extremely irresponsible, inconsiderate, and downright idiotic with all proposed plans for better transportation throughout the canyon. They are only taking into consideration one of many recreational activities into account for it's plans, and for the reason that skiing brings in the revenue. Climbers, hikers, and other recreational athletes are being thrown under the bus for plans that permanently damage the natural parts of the canyon that should stay natural. Better options **MUST** be available and they will take time to formulate. The possibility of climbing and hiking areas being closed for years due to construction is absolutely outrageous, and we should not be punished to benefit a recreational activity that cant even take place for a long period of the year. If skiers need better transportation, it should come at the cost of their convenience, not some peoples livelihood. Personally I live to climb, and Little Cottonwood Canyon is a second home to me, my backyard. I know many other climbers who climb recreationally and professionally that also feel this way. We will not stand for this and if UDOT refuses to acknowledge us as having a right to our activity in the canyon, I know that I would do anything in my power to stop it whether that means expressing my anger towards this **CRIME** against users of the canyon or finding a way to contact every person in power at UDOT to give them a sense about how reckless of decisions they are making. Remember that the changes we make are **PERMANENT**, and many of these options will not even help the problem of transportation in Little Cottonwood Canyon. We can not take so little time to plan a decision that will effect the lives of many inside the salt lake valley, and around the entire world who come to the canyon to enjoy recreation. If nothing is done to stop UDOT from these brash decisions I will make it my life's dedication to gather people in interest of saving our canyon and preventing any horribly planned projects by **ANY** means possible.

COMMENT #: 237
DATE: 12/29/21 4:16 AM
SOURCE: Website
NAME: Greg Sun

COMMENT:

The gondola and the road widening are not the only options for the canyon, they are simply the most costly. No need to re-invent the wheel. Simply institute a bus based system similar to Zion which operates at mid and peak times to solve the traffic and parking problem. No large elaborate construction needed. Problem solved.

COMMENT #: 238
DATE: 12/29/21 8:05 AM
SOURCE: Website
NAME: Brian Stubbs

COMMENT:

Please continue to analyze and prepare for plans that have no impact to the road or area. An enhanced bus route is the perfect solution as there is zero impact to the surrounding public lands and environment. Plus it positively affect public opinion of the bus system and encourage people to take the bus for other things.

I enjoy the area for its natural beauty and rock climbing experiences. I don't ski and actually live close enough to the canyon to be affected by traffic on the really bad days and still the additional buses is my preferred system for alleviating traffic.

Thank you for hearing us the with your first comment period and for realizing skiing isn't the most important thing about these canyons. I still think that the entire premise of this propose is flawed as it should be the ski resorts sponsoring these changes as it is an investment in their company and profitability. Besides its not like they can move and take their business elsewhere. Let's all push for a win for nature for once and find a solution that has zero impact.

Thanks

COMMENT #: 239
DATE: 12/29/21 8:05 AM
SOURCE: Website
NAME: Jennifer Watt

COMMENT:

This plan will not only temporarily close the canyon to climbing access, but permanently remove some of the popular and moderate bouldering in the canyon. To spend this much money to accommodate driving over the short winter months is irresponsible. This entire plan is irresponsible and indicates that those with money are making deals behind the scenes without real consideration. The EIS that has been put forward is an embarrassment to Utah and clearly a back door deal. Permanently altering Little cottonwood with the assumption that we will continue to have winters like we do now, shows the ignorance of the plan and does not consider that climate change is real. The real solution would be to invest in our somewhat pathetic public transportation system, so that it was reliable and ran efficiently in the winter (without widening the roads). Winter users need to accept that they cannot all drive their own cars up there and keep the canyons as a somewhat wild place.

COMMENT #: 240
DATE: 12/29/21 8:46 AM
SOURCE: Website
NAME: Haleigh Plewe

COMMENT:

Ridiculous if you think tearing down the earth to pump in more people to satisfy a greedy money making ski lodge is ok. THERE ARE OTHER OPTIONS THAT CAN HELP BOTH COMMUNITIES. Please use these alternative options and comments to your advantage.

COMMENT #: 241
DATE: 12/29/21 8:56 AM
SOURCE: Website
NAME: Kerry Bayus

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

COMMENT #: 242
DATE: 12/29/21 8:57 AM
SOURCE: Website
NAME: Maxwell Hoagland

COMMENT:

I appreciate the revision. The best choice by far is still the enhanced bus service. Thank you.

COMMENT #: 243
DATE: 12/29/21 9:03 AM
SOURCE: Website
NAME: Catherine Widner

COMMENT:

To whom it may concern:

I strongly believe we, as a community of tax payers, should try the first bus option WITHOUT widening the road before we destroy our canyon. Yes, traffic mitigation is important and transportation is important. However, I do not believe destroying our canyon for the benefit of 2 ski resorts is important. In fact, I believe that is the problem. These plans are solely for the benefit of 2 ski resorts. These plans don't bring equality to the canyon, they do not provide resources for less privileged people in the valley, they serve a population that is not a majority.

The enhanced bus system WITHOUT widening the road seems to be an excellent place to start. Like Mayor Mendenhall said, why don't we see if this solution could work before we destroy our canyon. If UDOT decides to do implement the widening of the road or the gondola, the canyon will be closed to other recreation for 2-3 years. That is unjust to those of us that use the canyon for other activities. What about people that can only access the canyon in the summer for hikes, how is closing their recreation equitable? What about the 130 and 136 world class boulder problems the gondola and the road widening would destroy. If UDOT implements those options, why don't they move the boulders to a park somewhere so climbers still have access to the thing they love too.

What about the hundreds of people that visit LCC in the summer for the trad climbing, mountain biking, sport climbing, trail running, and hiking. Why are we so focused on solving the problem of weekends for 4 months of the year? The canyon is used just as much if not more the other 8 months of the year by other people.

Yes, this is a transportation issue. But the ENTIRE valley has transportation issues you could solve first. Like making the bus system in the valley work better to get people to the canyon for the bus to take them up. Or more bus routes. Or ACTUALLY plowing when we get snow instead of waiting til 9 am and everyone is already at work. I go to work at 6 am and the roads in the valley are NEVER plowed when I go in. That is also a transportation issue that needs to be addressed as I am not the only person going to work before the 9-5. But I don't see this issue being on anyone's radar.

As a taxpayer, I will NEVER use the gondola is implemented. I will boycott it on an ethical bases.

I am a climber, a mountain biker, and a trail runner. I go into LCC multiple times a week when it is not snowing. I would totally take buses to my boulders, to my bike rides, to my trail runs if it were an option. I think to make the enhanced bus system work WITHOUT widening the road, we would need to make that the only option. Close the canyon to cars in the winter. Make people carpool. Winter people will figure out a way up the canyon.

I have a lot of passion behind my opposition to the gondola and road widening. I think it would be a devastation to our beautiful space and not an upgrade. I am not alone in this thinking.

Thank you for reading my comment and tapping into your empathy for those of us that don't do snow sports and moved here for other reason. I appreciate your time.

-Cat

COMMENT #: 244
DATE: 12/29/21 9:03 AM
SOURCE: Website
NAME: Kelsey Selin

COMMENT:

The mouth of Little Cottonwood Canyon is unmatched in beauty. To say that a road widening or gondola would not impact this is a gross oversight by UDOT. UDOT still fails to see the impact to other communities that use Little Cottonwood Canyon all year long. These proposals essentially tailor to one group of individuals, skiers, and the corporations that would benefit greatly from a capital project like this, Snowbird and Alta.

COMMENT #: 245
DATE: 12/29/21 9:05 AM
SOURCE: Website
NAME: Morgan Hardy

COMMENT:

UDOT, please do not underestimate the impact your plans will have on the canyon. These are permanent changes that will alter the landscape forever. The gondola system will be noisy to wildlife and those who enjoy recreation in the canyon. There has to be other alternatives such as limiting cars in the canyon during the winter months. As a historian, professor, and climber, I firmly believe that we as a community need to protect Little Cottonwood Canyon and its climbing resources.

COMMENT #: 246
DATE: 12/29/21 9:17 AM
SOURCE: Website
NAME: Kaylee Bringhurst

COMMENT:

I am not in support of a gondola, or road widening in little cottonwood to support increased traffic during peak season in Little Cottonwood Canyon. Instead, I support increased electric bus services during peak transportation season. Please consider alternatives that do not eliminate our natural resources any more than they already have been, and allow for recreation of all kinds to be a staple of our beautiful Utah canyons.

COMMENT #: 247
DATE: 12/29/21 9:45 AM
SOURCE: Website
NAME: Michael Hoffman

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

Please take the time to reconsider the impacts I have listed above. Thank you,
Michael Hoffman

COMMENT #: 248
DATE: 12/29/21 10:03 AM
SOURCE: Website
NAME: Kelli Anderson

COMMENT:

In reviewing the revised chapter 26, it is still my opinion that enhanced bus service is the least impactful all around.

COMMENT #: 249
DATE: 12/29/21 10:47 AM
SOURCE: Website
NAME: Spencer Jacobs

COMMENT:

Snow sheds with road altering and widening, with bud lane/additional bud service is the way to go. The gondola is NOT the way to go-that is simply a tourist attraction that only serves Alta and Snowbird- neither of which is hurting for patronage.

COMMENT #: 250
DATE: 12/29/21 10:57 AM
SOURCE: Website
NAME: Everett Bird

COMMENT:

I would like to leave things largely as they are. I would recommend more passing lanes where the canyon can accommodate with minimal impact.

COMMENT #: 251
DATE: 12/29/21 11:07 AM
SOURCE: Website
NAME: Dennis Goreham

COMMENT:

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121
Re: Draft EIS Revised Chapter 26

Thank you for another opportunity to address the transportation issues facing Little Cottonwood Canyon and the Salt Lake Valley.

Certainly, the Alpenbock Loop Trail and the Grit Mill Trailhead areas affected by this revision meet FHA Section 4(f) requirements. Gondolas in this area would meet the requirements of both permanent and constructive use that “include impacts such as noise, access restrictions, vibration, ecological intrusions and visual impacts”.

According to the law, “Before approving a project that uses Section 4(f) property, FHWA must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties; or, FHWA makes a finding that the project has a de minimis impact on the Section 4(f) property.”

Neither of the Gondola Alternatives meet these requirements.

Obviously, there are “feasible and prudent” alternatives that use the current roadway and avoid this valuable recreation area.

A “de minimis impact is one that will not adversely affect the activities, features, or attributes of the Section 4(f) property”.

UDOT continues to ignore the deleterious impact of gondolas to visual quality in the canyon. In the summary pages provided by UDOT, it says none of the vertical climbing routes would be impacted. UDOT should talk to climbers and hikers, required by TRB and FHA, to determine visual impacts. It is just wrong that UDOT continues to say there is no visual impact! If not towers, cables and gondola cars running above or adjacent to climbs, what would be a visual impact?

The Wasatch Mountain Club believes it is important to maintain the visual 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 only minimally done this important and necessary analysis.

According to Transportation Research Board documents “NEPA requires that visual impacts be considered for transportation projects”. AT this point, UDOT can check the box they did it, but only from their perspective. Stakeholders were never engaged in defining visual quality as required by the TRB.

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 by UDOT)

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 must be done now and will help meet NEPA's aesthetic mandate before publishing the Final EIS.

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.

The DRAFT EIS indicates that "the landscape would appear to be severely altered, and the gondola infrastructure would dominate the visual setting".

The aerial gondola alternative undoubtedly has the greatest visual quality impact. According to this report, gondola towers will be 130 - 230 feet tall. These will be visible from many scenic view points and sensitive areas. Also, the cables and gondola cars will obstruct views. No one using the canyon would be able to fix an image in their mind or take a photo without these unnatural obstructions. Although UDOT addressed the visual Resources in Chapter 17, they did their best to minimize the impacts of the aerial gondola. There are many deficiencies in this section.

1) UDOT identified a very limited set of Key Observation Points (KOPs). Some points like the Gate Buttress trailhead are a discreet point, while climbers recreate in a much broader area served from that point. Even though the visual impact might be moderate at the parking lot, it is extremely high on the face of the cliffs affecting thousands of climbers annually.

2) UDOT's KOPs are all observation points, while in reality visitors view the canyon from many other locations that are not points, but are linear. Examples include various trails in the canyon where towers, cables, and gondola cabins would be visible from; as well as the highway itself that would have nearly constant view of the gondola infrastructure and in UDOT's words, views along the highway "would be dominated by gondola infrastructure, and the visitor experience would be degraded".

3) UDOT references the Wasatch-Cache Forest Plan where it states that views "will be carefully managed to sustain scenic resources". UDOT admits that the gondola infrastructure would not be in compliance with the Scenic Integrity Objectives, then disregards the Forest Plan in selecting the gondola as one of the preferred alternatives.

4) UDOT discusses lights on towers to meet FAA requirements but does not acknowledge that cabins will be lighted causing additional adverse visual impact in the night sky.

5) In some places, UDOT concludes that the impact to the landscape from the gondola would be moderate, which "is inconsistent with other sections of the Draft EIS. This opinion is just plain wrong. The impact to the landscape would be, by their own definition, high. High meaning the "landscape would be severely altered, and project elements would dominate the visual setting".

6) UDOT has not completed a Line-of-sight GIS analysis on the gondola towers using the high-quality DEM data for LCC. The WMC has requested this throughout the entire process in previous EIS comments, meetings with UDOT EIS team, and emails. So far, UDOT has refused to do so.

We believe the Alpen Bock Trail and Grit Mill combined climbing and hiking area is an important recreation asset. Because of the visual quality issues and other environmental issues, the Gondola alternatives should not be considered.

Thank you,
Dennis Goreham
Conservation Director
Wasatch Mountain Club

We don't want a gondola! This expensive option benefits resorts, not residents. We also don't want a shoulder lane. Both options affect historic LCC rock climbing which is understated in the proposal. (Gate Buttress, Alpenbock Loop and Grit Mill.) Don't sell out our canyons! Increase parking before the canyon and increase busses.

COMMENT #: 252
DATE: 12/29/21 11:13 AM
SOURCE: Website
NAME: Lydia Salmond

COMMENT:

We don't want a gondola! This expensive option benefits resorts, not residents. We also don't want a shoulder lane. Both options affect historic LCC rock climbing which is understated in the proposal. (Gate Buttress, Alpenbock Loop and Grit Mill.) Don't sell out our canyons! Increase parking before the canyon and increase busses.

COMMENT #: 253
DATE: 12/29/21 11:27 AM
SOURCE: Website
NAME: Robert Andrews

COMMENT:

enhance bus service, make parking more expensive to improve bus use. Absolutely no gondola!!!!

COMMENT #: 254
DATE: 12/29/21 11:29 AM
SOURCE: Website
NAME: Mike Sohm

COMMENT:

It appears that the committees designation of a significant recreation resource is highly correlated to revenue generated by the activity. If the study had taken into account the foot traffic, usage of the boulders alongside the current road by athletes, as well the historical significance of some of these rocks being milled by the mormon pioneers, I believe different conclusions would be met. At the end of the day, destroying recreation outlets from one group of people to appease a traffic jam for a different group of people is appalling. Rectifying a bottleneck will only present a new bottleneck. So this begs the question, why aren't we reducing car traffic and creating a more robust bus with the current roadway. Once again, if we create regulations to permit cars either for access or parking, and increase bus traffic, we will not only be creating more revenue for the resorts through Peking passes, but creating more driving jobs for the bus system that is long lasting, and low impact on the environment and does not literally destroy the recreation outlets for any group.

COMMENT #: 255
DATE: 12/29/21 11:33 AM
SOURCE: Website
NAME: Amelia Wilson

COMMENT:

Hello,

I continue to feel that the proposed gondola or shoulder lane alternatives are not right for LCC. These continue to only serve the ski resorts on busy power weekends which is a minimal number of days especially when you compare the destruction of recreational areas and environmental impact both would cause to the canyon and the community. Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers. UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property and other historic climbing areas. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

THough recognition of Alpenblock loop and grist mill areas as a 4(f) recreational resource is appreciated it is inaccurate. Specifically: The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Both of these proposals cost is astronomical and should not be payed for by taxpayers when it is really only serving the ski resorts. Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation in the canyon.

There is a need for increased parking at the bottom of the canyon and for increased bus service but destroying the canyon should not be the answer. Make the ski resorts run their own shuttles.

COMMENT #: 256
DATE: 12/29/21 12:23 PM
SOURCE: Website
NAME: Sarah Plewe

COMMENT:

keep these boulders!!!

COMMENT #: 257
DATE: 12/29/21 12:55 PM
SOURCE: Website
NAME: Jacob Cytrynbaum

COMMENT:

Thank you for providing revisions for the community to consider. I appreciate the visibility in the process and opportunity for public voice.

From the report, it appears there are three alternatives that are straight-forward good options:

Enhanced Mobility Hubs, Snow Sheds, and Trailhead Parking. Each has very minimal impact on the section 4f resources identified. They increase access (trailheads), safety (snow sheds), and hopefully improve mobility (hubs). It is unclear to me what the objection to any of these three would be.

I understand the Bus/extra lanes/gondola issue is more contentious. I strongly believe it makes most sense to Enhance Bus Service without widening of SR 210. It is the only option that does not have a permanent impact on the natural resources of Little Cottonwood Canyon. The impact has clearly been considered carefully to be as minimal as possible, but it is not 0. Enhanced Bus Service can be added to in the future if need be, either by expanding lanes or by incentivizing bus use through tolls.

Enhancing bus service without widening 210 from N Little Cottonwood Road to Alta is the solution that best respects all users while remaining flexible if further solutions are needed

COMMENT #: 258
DATE: 12/29/21 1:12 PM
SOURCE: Website
NAME: Eddie Morillas

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

.

COMMENT #: 259
DATE: 12/29/21 1:21 PM
SOURCE: Website
NAME: John Badila

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators. The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

.
-John Badila

COMMENT #: 260
DATE: 12/29/21 1:46 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

It should be clarified why Gate Buttress and Bridge Trailheads are not considered 4(f) properties in this evaluation (26-43)

COMMENT #: 261
DATE: 12/29/21 1:46 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

It should be clarified how the boulders would be relocated in order to minimize harm to this invaluable resource with the Enhanced bus in PPSL and Gondola. In order for the extent of impact to be determined

COMMENT #: 262
DATE: 12/29/21 1:47 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe de minimus impact on Section 4(f) property is incorrectly evaluated because (1) impacted land must be permanently incorporated into transportation facility (2) "UDOT does not know whether land associated with a Section 4(f) property under the cables would be permanently incorporated into a transportation facility". UDOT must determine whether land will be permanently incorporated before stating de minimus impact (26-54). I am strongly opposed to gondola because greater than de minimus impact will occur with project.

COMMENT #: 263
DATE: 12/29/21 1:47 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe de minimus impact on Section 4(f) property is incorrectly evaluated because to be determined as de minimus it is essential that "project would NOT adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f)". Gondola project adversely affects activities (climbing by destroying boulders) and attributes (natural beautiful aesthetic of (entire) canyon and Section 4(f) property) and I am strongly opposed to the gondola.

COMMENT #: 264
DATE: 12/29/21 1:48 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

Grit Mill Section 4(f) area will be negatively impacted by the gondola cables and cars overhead, not just precisely the 80ft strip under which the gondola cars fly. Therefore the gondola will have a greater than de minimus impact on the Section 4(f) property in its entirety and I am extremely opposed to gondola because of its large negative impact.

COMMENT #: 265
DATE: 12/29/21 1:48 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

To qualify for de minimus impact a section 4(f) property must meet 3 criteria, one of which is “The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource”. It must be clarified how de minimus was determined prior to this section revision and how de minimus will be determined in Final EIS considering opposition to de minimus impact. I believe gondola will have greater than de minimus impact with opposition from public, and I am opposed to the gondola.

COMMENT #: 266
DATE: 12/29/21 1:49 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

The gondola project will have significant negative impacts on Alpenbock Loop/Grit Mill Section 4(f) because the entire property will be greatly visually impacted and aesthetic quality that makes the property a recreation opportunity will be destroyed - and I am strongly opposed to the gondola. "Significance determinations are applicable to the entire property not just to the portion of the property proposed for use by a project"

https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/properties_parks.aspx

COMMENT #: 267
DATE: 12/29/21 1:49 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

It should be specified how de minimus impact is determined with destruction of climbing resources and land use because as of now it is arbitrary and vague.

COMMENT #: 268
DATE: 12/29/21 1:50 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

The Alpenbock Loop and Grit Mill Climbing opportunities that is being considered a Section 4(f) property encompasses all 58 acres, 143 climbing boulders, and at least 13 vertical climbing routes. Gondola A or B both have more than de minimus impact. Climbing is adversely affected directly by removing boulders and indirectly through ruining the aesthetic qualities that make the property recreationally appealing to climbers. I am strongly opposed to the gondola

COMMENT #: 269
DATE: 12/29/21 1:50 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe greater than de minimus impacts would occur at Tanners Flat campground because of aesthetic destruction and attributes of campground and I am opposed to the gondola

COMMENT #: 270
DATE: 12/29/21 1:50 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

“Privacy impacts related to being viewed by passengers in the cabins as they pass by.” At the Tanners Flat campground will greatly negatively impact attributes of campground and invasion of people’s privacy. I am strongly opposed to invading people’s privacy and thus the gondola.

COMMENT #: 271
DATE: 12/29/21 1:51 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe relying on Tanners Flat campground user demographics to change in order to have de minimus impact is an unacceptable mitigation strategy. "Different recreational user groups have different thresholds for sensory impacts. The gondola's summer operation could shift campground users toward a user group with a higher tolerance for development. For example, users could shift from tent campers to RV campers." (26-56). This statement in the EIS alludes to the fact that the gondola will have greater than de minimus impacts to the campground and I am opposed to the gondola.

COMMENT #: 272
DATE: 12/29/21 1:51 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe the impact for the Alpenbock Loop and Grit Mill Climbing opportunities was incorrectly evaluated. The aesthetic/natural attributes for the Alpenbock Loop and Grit Mill Climbing Opportunities would have greater than de minimus impact with the 4 boulders being destroyed or relocated and 21.7% of the boulders being under gondola cars. I am opposed to gondola because of this. The percentage of boulders under the gondola cables needs to be taken into consideration as negatively impacted. And it needs to be specified the maximum percentage of impacted boulders that would determine the gondola as only de minimus. (Table 26.5-9) I am strongly opposed to the gondola.

COMMENT #: 273
DATE: 12/29/21 1:52 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

It should be clarified why Historic property NV3 will have de minimus impact with the gondola when it is not considered a Section 4(f) property as stated it in footnote b of Table 26.5-10.

COMMENT #: 274
DATE: 12/29/21 1:52 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

It should be clarified how 51% of the boulders would be removed with the cog rail but “most of the boulders are more than 105 ft from the cog rail tracks” (Table 26.5-12).

COMMENT #: 275
DATE: 12/29/21 1:52 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe it should be considered that increasing vehicle sign by straightening roads should increase vehicle speed regardless of posted speed and thus decrease safety relative to not realigning roads. It should be clarified with supporting data why straight roads would be safer than slower and windier roads.

COMMENT #: 276
DATE: 12/29/21 1:57 PM
SOURCE: Website
NAME: Seth Blanchard

COMMENT:

This plan destroys climbing and biking and other activities in the canyon and doesn't actually fix traffic problems. The response to this plan was already overwhelming why don't we look for other options?

COMMENT #: 277
DATE: 12/29/21 3:10 PM
SOURCE: Website
NAME: Jeremy Huckins

COMMENT:

The only reason I moved here is for climbing in these canyons. Your plans completely disregard nature and the sole reason so many have come to this city. Do not proceed with your plans to destroy canyons

COMMENT #: 278
DATE: 12/29/21 4:32 PM
SOURCE: Website
NAME: Alex patten

COMMENT:

I oppose the gondola with every fiber of my being. To use taxpayer money to ferry a single user group to two private businesses for two months a year while destroying access for multiple other user groups permanently is frankly undemocratic and disappointing. A bus system provides access for multiple user groups with much less impact. It also preserves the natural beauty that is the main draw of the area.

COMMENT #: 279
DATE: 12/29/21 4:35 PM
SOURCE: Website
NAME: Jacque Tietjen

COMMENT:

I am a year round recreators in the canyons who skis, hikes, bikes, and rock climbs. I would like to see an option in this proposal that does not require Mass amounts of tax dollars in construction, damage to the canyon and the natural environment, and is accessible YEAR ROUND to ALL recreators, not just skiers. Even during the summer we have seen a massive increase in numbers in the canyons. I do not want my tax dollars going to a gondola that only funnels to privates businesses part of the year. I honestly think the best option would be an enhanced bus system where no cars are allowed in the canyon between peak hours much like Zion NP has. Busses only in the canyon will midigate traffic as well as parking issues. The need to expand parking lots will be minimalized if everyone is bussing. This document also still does not address the traffic issue in big cottonwood as well. I understand that avalanche issues are not as high of a risk but accidents and high volume traffic are still a problem year round. Toll both canyons. Close the canyon to private vehicles (unless they live in the canyon) and Have busses only between 8a-2p and stop at each trailhead. Have the busses run every 15-30minutes YEAR ROUND not just during ski season. Have parking rubs at 6200s and Wasatch, 9400s and 2000 e and the mouth of each canyon. Please do NOT expand Wasatch. There are private and neighborhood roads and houses that must exit ONTO Wasatch and traffic needs to be diverted away from the canyons to the hubs rather than making traffic worse. My in laws live off Wasatch with a single road outlet and there is no other outlet and already struggle to get out of their neighborhood. I personally live off little cottonwood Rd at about 2700e and commonly have trouble turning off my street as welk when canyon traffic is backed up. If traffic is diverted to the hubs and everyone is required to bus, this will midigate so much traffic without having to expand the road or build a gondola.

I am also absolutely and completely opposed the gondola. This revised document does not completely address issues in regards to climbing access, it is an eyesore that only benefits the private businesses of Snowbird and Alta. It would not stop at trailheads or run year round so why waste the money. As a taxpayer in Sandy I, I don't want my money helping funnel more people to the resorts. If they want the gondola so bad they can pay "of it themselves. A toll road would benefit udot and the forest service to help with road and wilderness restoration. It is the least invasive option!!

I also completely agree with Salt lake Climbers Alliance analysis:

"UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondol Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.."

COMMENT #: 280
DATE: 12/29/21 4:37 PM
SOURCE: Website
NAME: Christina Pride

COMMENT:

I OPPOSE the gondola plan b alternative transportation. A bus option would be more appropriate. Again, as A climber and tourist to the area, I greatly OPPOSE the gondola plan.

COMMENT #: 281
DATE: 12/29/21 7:31 PM
SOURCE: Website
NAME: Kate Hanniball

COMMENT:

I have been a resident of Utah for 31 years and never had anything so greatly threatened the spirit of this state, which is fundamentally linked to the unfettered access to the natural world enjoyed by the residents who live here.

I am VEHEMENTLY opposed to the UDOT "solutions" to this issue, and would hope that more creative solutions are within the scope of those who work in planning.

COMMENT #: 282
DATE: 12/29/21 9:55 PM
SOURCE: Website
NAME: Kelty Barney

COMMENT:

Drawing From my bit of ecology studies I do think the gondola option B is a push in the right direction, however I fear that there will never be enough parking at that location. Which then impacts the surrounding residents. And if the transportation is not extremely easy to use then people will be unmotivated to use the gondola

COMMENT #: 283
DATE: 12/30/21 9:27 AM
SOURCE: Website
NAME: Louisa Brannon

COMMENT:

Hello ,
Please reconsider the plan for the gondola , it doesn't address many issues regarding the effects it will have on the climbing areas.

COMMENT #: 284
DATE: 12/30/21 9:28 AM
SOURCE: Website
NAME: Fischer Wells

COMMENT:

If you make these changes, what are going to do to ensure that that ALL of the climbing is protected and accessible?

COMMENT #: 285
DATE: 12/30/21 10:01 AM
SOURCE: Website
NAME: Brian Stillman

COMMENT:

Revised EIS Chapter 26 Comments - -

Parts I would utilize/include from the revised Chapter 26:

26.3.2.1 Primary Action Alternatives

The Enhanced Bus Service Alternative includes frequent bus service from two mobility hubs, improvements to Wasatch Boulevard, avalanche mitigation alternatives, trailhead parking alternatives, and no winter parking on S.R. 210 near the Snowbird and Alta ski resorts.

26.3.2.2 Sub-alternatives

Mobility Hubs Alternative

A second mobility hub would be located at the existing park-and-ride lot at 9400 South and Highland Drive.

26.3.2.2 Sub-alternatives

The avalanche mitigation sub- alternatives

The Snow Sheds with Realigned Road Alternative includes realignment of S.R. 210 to the north to reduce fill, improve the ability to tie snow sheds into the mountain, and improve curves and vehicle sight distances.

26.3.2.2.1 Avalanche Mitigation Sub-alternatives

Snow Sheds with Realigned Road Alternative The Snow Sheds with Realigned Road Alternative includes two snow sheds. The White Pine Chutes and White Pine snow shed would be combined in a single shed about 2,424 feet long, and the Little Pine snow shed would be about 770 feet long to help ensure that avalanche flows pass over the top of the shed. The existing road would be realigned to be closer to the mountain side in order to reduce the amounts of fill needed behind the snow sheds as well as to improve curve radii and sight distances inside the snow sheds. The sight distances on the existing alignment inside the sheds would be suitable for a design speed of 30 miles per hour (mph). The realigned road with snow sheds would be suitable for a 35-mph design speed. However, the Snow Sheds with Realigned Road Alternative would 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. Figure 26.3-5 shows this layout.

Figure 26.3-4. Snow Shed Design

Brian Stillman

Draper, UT

COMMENT #: 286
DATE: 12/30/21 10:08 AM
SOURCE: Website
NAME: Kelsey Martinez

COMMENT:

No to the gondola. A gondola would be an enormous waste of tax dollars to benefit mostly the rich. A gondola would also be a hideous eyesore in our beautiful canyon. Make the bus system better and make EVERYONE take the bus. Making everyone take the bus has the least environmental impact and least impact to tax payers. Also please leave the bouldering and climbing areas at the bottom of the canyon intact. The bouldering is a precious community resource. The fact that the state is even still considering a gondola is appalling to me.

COMMENT #: 287
DATE: 12/30/21 10:12 AM
SOURCE: Website
NAME: Luis Serrano Bellido

COMMENT:

Hello,

My name is Luis Serrano. I am originally from Spain and I have been living in Utah for over a year now. One of the reasons I moved to Utah is because of rock climbing, specially in some areas close to Salt Lake City, and probably my favorite is Little Cottonwood Canyon.

Little Cottonwood Canyon is a world class climbing area where climbers from all over the world come every year to climb on its fantastic walls and boulders. Saying all this it would be very sad to ruin the future of rock climbing in this fabulous canyon building a gondola or widening the road. And not only rock climbing but, hiking, biking, or just enjoying the views of this fantastic canyon. Please let's not destroy the future of Little Cottonwood Canyon.

Thank you,

Luis Serrano

COMMENT #: 288
DATE: 12/30/21 10:14 AM
SOURCE: Website
NAME: Blake Cason

COMMENT:

The current plan is Hasty and the necessary. Tolling and electric buses are a much more feasible and environmentally sound option to begin with and earnestly commit to.

COMMENT #: 289
DATE: 12/30/21 10:14 AM
SOURCE: Website
NAME: Max Smart

COMMENT:

These changes still damage massively famous climbing areas in the canyon including the gate buttress, grit mill, and areas near the park and ride at the base of the canyon. These climbing areas have been established for over a decade and resonate in the minds and memories of thousands of people that use and care about Little Cottonwood frequently. Those boulders are an institution, legacy, and valuable connection for climbers not only in Salt Lake, but across the world as well. I understand the ski resorts' demand, but we cannot ignore one groups needs while satisfying another's, no matter where the money is.

COMMENT #: 290
DATE: 12/30/21 10:14 AM
SOURCE: Website
NAME: Julie Zamora

COMMENT:

Please do not destroy the beautiful, natural terrain of LCC to accommodate the needs of a select group of recreationers who spend only a few months there per year. The locals, those of us who live here and consider LCC part of our home, do NOT want these changes. Listen to the Salt Lake citizens.

COMMENT #: 291
DATE: 12/30/21 10:22 AM
SOURCE: Website
NAME: Derek Blazek

COMMENT:

The proposed project in Little Cottonwood is an unacceptable project that creates an outsized environmental impact in the region, and offers very little for the common good, such as public transport and protection of important recreation sites.

COMMENT #: 292
DATE: 12/30/21 10:23 AM
SOURCE: Website
NAME: Charlie Boas

COMMENT:

The gondola solution for Little Cottonwood is not even a good option. It is a short term corporate money grab that will not ease congestion. It will only bring more problems to an unsustainable situation.

COMMENT #: 293
DATE: 12/30/21 10:43 AM
SOURCE: Website
NAME: Molly Barth

COMMENT:

UDOT's revised Chapter 26 analysis inaccurately underestimates the impacts that the shoulder lane and gondola alternatives would have on climbing resources in lower Little Cottonwood canyon. Among many shortcomings, the analysis fails to recognize the horrific visual impacts that a gondola would have for climbers and other recreators in the area. Furthermore, the analysis fails to recognize the substantial impacts the gondola and shoulder lane alternatives would have on the natural aesthetic of the area which make it unique and loved by many. The construction of either of these alternatives will result in lengthy closures to trails and climbing areas in the lower canyon and this is unacceptable.

COMMENT #: 294
DATE: 12/30/21 10:44 AM
SOURCE: Website
NAME: William Myers

COMMENT:

Little Cottonwood Canyon is an incredibly rare and meaningful resource to many folks in the Salt Lake area, the kind of thing people move specifically to Utah for.

We should only permanently alter its character as a very last resort. As an avid skier and climber, I know we haven't tried everything to resolve access concerns for the canyon.

Incentivizing bus usage (our severely limiting passenger vehicles) on busy winter weekends would be a lasting strategy for minimizing accidents and congestion. Sending skiers around to PC/DV or home during dangerous avalanche conditions is the mature response rather than spending an absurd amount on a gondola system (are there really that many days when road conditions are dangerous but skiing conditions aren't in a season?).

The skier in me would gladly ride a bus or rest for a day than permanently destroy the character of one of our most cherished canyons, for all time.

COMMENT #: 295
DATE: 12/30/21 10:49 AM
SOURCE: Website
NAME: Zach Bramel

COMMENT:

Climbers and climbing matter. Little cottonwood canyon is a heritage-site for climbers. We cannot replicate these boulders in this setting anywhere else in the world. It is sickening and heartbreaking to think that they would be demolished or made unavailable for ANY reason.

COMMENT #: 296
DATE: 12/30/21 11:11 AM
SOURCE: Website
NAME: Thomas Barker

COMMENT:

Hello, I appreciate that an effort is being made to address the traffic in LCC. However, I am concerned that some options presented seem to only consider some LCC users. I have yet to see a summer day in the canyon with a red snake backed up onto foothill. Why then should the summer users, hikers and climbers, have their access limited by road expansion or tram placement. I would ask you to look to Zion national park where there traffic was so significant that they employed a bus system. Is it perfect? Of course not. But the frustrations which come with this also come with the tram and are perhaps worse. I am opposed to the tram and widening of the road. I am a proponent of increasing public transportation and park and rides. Not only does this address the aforementioned problem but it increases accessibility of LCC to populations which are unable to drive themselves. It also is a titratable method where during lower use periods individuals will be allowed to drive themselves and use the canyon to its fullest extent. Please take this into consideration when making your decisions.

Best,

Tommy Barker

COMMENT #: 297
DATE: 12/30/21 11:48 AM
SOURCE: Website
NAME: Matt Corso

COMMENT:

I think that instead of wasting money building something for a small sample of people, you should be focused on larger impact projects. Like better soundwalls on the freeway, lower speed limits throughout western salt lake, and lower sound emitting pavements.
Don't waste our money.

COMMENT #: 298
DATE: 12/30/21 11:57 AM
SOURCE: Website
NAME: Hannah OConnor

COMMENT:

Increased busing, toll roads and over crowding measures need to happen before something permanent changes the canyon. It is not okay to take away the historical climbing or beauty of the canyon for the ski resorts. Little cottonwood isn't a skiing only canyon.

COMMENT #: 299
DATE: 12/30/21 11:58 AM
SOURCE: Website
NAME: Shiona Howard

COMMENT:

I am seeing a constant push for a gondola that would benefit the resorts and whoever owns and runs the gondola. The gondola would impact the viewshed and would add noise to the canyon. The extended bus service (that does not use shoulder or require expansion of the road) is the best option. Additionally, I don't know why there has been no proposal to build a larger, free, public parking space (or garage) at the base of the canyon included. Require residents to pay a toll or buy a permit during peak seasons (winter) to drive the canyon to promote taking the bus service. Why UDOT is so keen on destroying more nature on public land is ridiculous but consistent with Utah's development theme. Extended bus (with no road expansion) WITH a larger public parking area and a permit to drive the canyon during peak season would be a great option. Throw in more stops at popular trailheads and climbing areas to promote climbers to take the bus. If you get the large buses (like route 901 bus) where climbers could put their gear underneath would be another good solution. This is a less expensive option that UDOT seems to not address. Why do residents of Utah need to pay for a gondola that will benefit the resorts and the gondola operators (let's be real, it would go private). Again, the extended bus (with no road expansion) WITH a larger public parking area and a permit to drive the canyon during peak season would be a great option. Throw in more stops at popular trailheads and climbing areas to promote climbers to take the bus. If you get the large buses (like route 901 bus) where climbers could put their gear underneath would be another good solution. This is a less expensive option.

COMMENT #: 300
DATE: 12/27/21 3:41 PM
SOURCE: Email
NAME: Peter Vander

COMMENT:

Drop it. No one needs or wants a gondola. A gondola couldn't even run with the winds we have been having. The resorts can't even run their chair lifts or Tram! Don't be silly. Leave the road alone, add buses, have the buses run full (last year they ran 3/4 full and would leave people at the stops), use what we have and take care of it.
Peter VanderHeide

COMMENT #: 301
DATE: 12/30/21 1:47 PM
SOURCE: Website
NAME: Zac Claerhout

COMMENT:

Little Cottonwood canyon is known for its breathtaking scenic vistas and extensive hiking trail systems. Given the proximity to Salt Lake City, it is a popular destination for those wishing to get out into nature. The gondola and bus lane alternative threaten the natural beauty of the canyon and peoples' access to it. Restricting access and destroying recreational areas (i.e. climbing areas and hiking trails) for the sake of mitigating traffic is not a responsible course of action. Please, consider other traffic mitigation techniques such as an electric bus service coupled with tolling. This is our home and our backyard, we need to protect it.

COMMENT #: 302
DATE: 12/30/21 3:05 PM
SOURCE: Website
NAME: Mikael Mrotek

COMMENT:

As a Salt Lake City local, I am entirely against this plan. It destroys our local outdoor recreation for climbers, bikers, and hikers. It causes irreparable damage to this canyon that can never be undone. All this to alleviate a small amount of traffic for a couple of days a year. This is not okay.

COMMENT #: 303
DATE: 12/30/21 3:42 PM
SOURCE: Website
NAME: Pedro Granados

COMMENT:

Sadly these solutions proposed will not make the traffic conditions any better in the canyon and they will be done at the expense of the climber community of Salt Lake City. I urge to re evaluate these options and realized that these are not viable, the amount of money spent could be put to use into so much more rather than affecting the natural beauty of Little cottonwood canyon and affecting our resources as climbers. Thank you.

COMMENT #: 304
DATE: 12/30/21 10:10 PM
SOURCE: Website
NAME: Tom Morris

COMMENT:

I don't agree with the plans to take away the bouldering areas or any natural space for the proposed commute solutions in Little Cottonwood Canyon. I would much more in favor of a toll booth that could generate money for environmental protection, which would likely reduce traffic up the canyon and help protect further these natural areas that we know and love.

COMMENT #: 305
DATE: 12/31/21 8:44 AM
SOURCE: Website
NAME: Cedric Shaskey

COMMENT:

The proposed gondola plan is expensive, short-sited and damaging to historical resources, ecosystems and the natural allure of LCC. Restricted car travel combined with improved bus service is a better option and can be implemented at extremely low cost to observe the impacts before, possibly, creating an irreversible problem.

COMMENT #: 306
DATE: 12/31/21 10:45 AM
SOURCE: Website
NAME: Scott Colemere

COMMENT:

My name is Scott Colemere and I live [REDACTED] in Sandy UT [REDACTED]. I am very concerned about the proposed 3 story bus depot/storage and transfer garage building that is proposed at the 9400 South Highland Drive location. I live one block away and very concerned with the danger, noise and increased bus pollution that many busses driving up and down the only access road to the proposed bus depot, 9450 South, which is a residential street where many young school children and runners as well as dog walkers pass. I am very concerned with the safety problems this proposal brings to the neighborhood. Please reconsider the size and scope of placing this unwanted bus depot here.
Thank you,
Scott Colemere

COMMENT #: 307
DATE: 12/31/21 11:15 AM
SOURCE: Website
NAME: Em Mellon

COMMENT:

I don't think these revisions are sufficient. While I appreciate the willingness to revise, this still places the priority of the ski resorts and likely of out of state skiers above that of the people living here and visiting the canyon year-round. The effects would still be devastating to climbers and hikers. We go to LCC to experience nature, close-access wilderness and solitude. All of these things would be disrupted by a massive visual presence that isn't outweighed by its accessibility or usefulness year round. This does nothing to preserve the historic nature of the climbing in the area or increase accessibility for people who otherwise wouldn't be able to recreate in the canyon. All in all, not a good solution for LCC.

COMMENT #: 308
DATE: 12/31/21 5:59 PM
SOURCE: Website
NAME: Jackson Gee

COMMENT:

The least invasive option to little cottonwood canyon is a necessity. The canyon continues to be a monumental reason for traveling as well as moving to Utah. Destroying this experience by altering the canyon when less destructive alternatives such as the electric bus initiative (without widening the roadway) exist would be an absolute travesty and disservice to Utah.

COMMENT #: 309
DATE: 12/31/21 6:53 PM
SOURCE: Website
NAME: Micah Jepps

COMMENT:

Just wished we had a tram.

COMMENT #: 310
DATE: 12/31/21 9:03 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

Best practices would have the LEAST impact on the environment. You should ABSOLUTELY attempt every single possible thing to save and protect the canyon before you construct in the canyon. EVERY single citizen group that is involved in this process (SOC, Salt Lake Climbers Alliance, Wasatch Backcountry Alliance, Friends of Little Cottonwood) DO NOT want the gondola. Many politicians agree. However, those who will benefit financially are pursuing the gondola. The lift lines are already extremely unpleasant when they cannot mitigate avalanche risk at Alta and Snowbird. How would bringing more people up the canyon on these days help anything? The EIS is not thoroughly flushed out and does not account for climate change. It really does not consider many important factors and it is hard to imagine that it will run during bad avalanche conditions or high winds. It will be DEVISTATING for climbers in little cottonwood canyon. ABSOLUTELY DEVISTATING! THIS IS NOT DE MINIMIS!!! IT WILL ABSOLUTE DESTROY THIS SACRED ENVIRONMENT. PLEASE PLEASE PLEASE attempt to mitigate traffic with busses and tolling PRIOR TO DEVISTATING THIS LAND!!!!

COMMENT #: 311
DATE: 12/31/21 11:20 PM
SOURCE: Website
NAME: Kiernan Brady

COMMENT:

düd don't destroy the boulders bro just like peace and love and don't build a tram bro

COMMENT #: 312
DATE: 12/31/21 11:22 PM
SOURCE: Website
NAME: Lucy Segura

COMMENT:

Building a tram instead of focusing on improving the existing infrastructure is destructive and unnecessary! don't do it or I will put you guys in timeout bro!!

COMMENT #: 313
DATE: 1/1/22 11:30 AM
SOURCE: Website
NAME: Gwendolyn Adams

COMMENT:

Having lived in Utah my whole life and enjoying our amazing LCC, I am so discouraged about your Revised Ch. 26 analysis. I believe you have not accurately analyzed the sound impact or the HUGE ugly factor of the visual impact to nature (check out the book Nature Fix that teaches of some impacts) that the shoulder lane or gondola would impose upon our nature landscape. As a local that lives right off Wasatch, I do not want to support this \$500 million mistake that does not serve the greater good. Please listen to the majority. We need to maintain our nature landscape and the rock climbing that is in this priceless location.
Thanks for listening, Gwendolyn

COMMENT #: 314
DATE: 1/1/22 6:39 PM
SOURCE: Website
NAME: Chad Ambrose

COMMENT:

I have lived near the mouth of little cottonwood canyon nearly my entire life (50 yrs). I have seen it evolve over time from a traffic, congestion, environmental impact perspective. No question people love the canyon and are loving it to death. The gondola is a terrible idea. I cannot imagine climbing rock on the north side of the canyon with a lattice tower and a gondola adjacent to me. The only solution that should be considered is vastly increasing the number of UTA buses up the canyon and then using an app limit the number of people accessing the canyon. The app could track people count during business hours and allow people to plan. We cannot keep trying to pack more people into the canyon exceeding the capacity of the canyon. Why are we not seeing this? Don't initiate permanent impacts in the canyon. Let's get the busses going! During the winter to avoid the red snake, get everyone in buses and those that are driving up MUST have traction devices in place from Nov 15 through April 15 no questions asked. Limit the people, run the buses and stave off people that will exceed the capacity of the canyon. Have we set that limit? The same should go for Big Cottonwood Canyon let us not forget. Why are we allowing the money makers at the top of the canyon to drive what we are doing with national forest? This should not be happening. Thanks for considering.

COMMENT #: 315
DATE: 1/2/22 8:11 AM
SOURCE: Website
NAME: Magali Lequent

COMMENT:

To whom it may concern.

I do not support either options of gondola or widening the road. Before spending all that money, public transportation needs to be improved, developed, encouraged and other means of managing the traffic in LCC have to be explored (such as a toll at the base). In addition:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Butte property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

Thank you for consideration.

COMMENT #: 316
DATE: 1/2/22 8:42 AM
SOURCE: Website
NAME: Jeremiah Watt

COMMENT:

This is an abomination that doesn't fix anything while costing other user groups everything.

COMMENT #: 317
DATE: 1/2/22 9:46 AM
SOURCE: Website
NAME: Katrina Le

COMMENT:

While the recognition of Alpenbock Loop and Grit Mill Climbing areas is appreciated, Little Cottonwood Canyon is rich with climbing. The Gondola and widening of roads would destroy both the experience of climbing in LCC and hundreds of the actual climbing routes. These routes are historical, exist everywhere throughout both sides of the canyon, and add to the world-class magic of Little Cottonwood Canyon. The magic of Little Cottonwood Canyon makes it hard for me to imagine living anywhere else but Salt Lake City, and I cannot bare to see that magic destroyed.

COMMENT #: 318
DATE: 1/2/22 10:26 AM
SOURCE: Website
NAME: Benjamin McIntosh

COMMENT:

Hello UDOT,

I'm writing you today in response to the Draft EIS Revised Chapter 26. I am a climber who has spent countless hours in Little Cottonwood and would like you to please rethink the impact that your new proposal would have on the climbing comity. I ask that you reconsider all the climbing areas as historical resources. The climbing in LCC dates back to 1961 and provides many communities with a huge variety of outdoor recreation. UDOT estimates the access to climbing areas and trailhead would be closed for 2-3 years. This would cut out access to some of the best outdoor resources in the heart of Salt Lake.

The visual impact on the canyon would be heartbreaking as well. Having a large gondola running up and down the canyon would break the serene landscape that so many people travel into the canyon to experience. Hundreds of boulder problems are located in the proposed path of the project and would be permanent damage if this proposal is allowed to go through. Relocation of the boulders as means of mediation is not a viable option, the location and time spent on each climb as just as much meaning to the community as the boulders themselves.

Please consider all the destructive impacts of all the communities when you go to decide on the Draft EIS Revised Chapter 26. I would love to continue to visit one of my favorite canyons for many years and enjoy the peaceful valley without having to wade through construction, find new clinging and hiking trails during closures, be disturbed by a gondola flying overhead, and use the historical climbing areas that LCC has to offer.

Thank you for taking the time to read these comments and reconsider your impact on the canyon,
-Ben

COMMENT #: 319
DATE: 1/2/22 11:10 AM
SOURCE: Website
NAME: Eric Hobday

COMMENT:

UDOT,

I am against spending any public taxpayer money to resolve the traffic problems caused by the private ski resorts. To do otherwise is to provide a multi-billion dollar subsidy to private companies which is unacceptable. The cost for resolving the traffic issues rests solely with the resorts. In this regard, UDOT should objectively evaluate an alternative which does not cost taxpayers any money. For example, UDOT should evaluate the ski resorts building at their sole expense a train tunnel from Park City to the four resorts. The train would only be daylighted on resort property. This, combined with a significant reduction in parking spaces at the resorts would reduce the traffic in LCC to a level where the existing road can handle it. Please look at a map, the resorts are much closer to Park City than they are to the mouth of the canyon. Furthermore, the train tunnel would resolve the traffic problems in BCC as well. With references to your current proposals, I am opposed to road designs that destroy, hinder or adversely impact the rock climbing experience in LCC, including but not limited to the destruction, removal or relocation of boulders used by climbers; reducing or otherwise negatively impacting the existing parking and access to climbing routes and boulders. And finally I am opposed to the tram for more reasons than time permits. I would, however, request that UDOT objectively incorporate the impacts of climate change on skiing in the Wasatch. (The UofU and others have published information on this. You simply need to read it.) By the time UDOT litigates all the lawsuits related to the tram, the ski season will look nothing like it does today and taxpayers will be stuck having funded a multi-billion dollar tram to nowhere. UDOT needs to plan for the future winter conditions, not the conditions which exist today. UDOT must take into account the effect of climate change on the future users patterns in LCC. To do otherwise is to plan for yesterday, not tomorrow, and to waste even more taxpayer money.

COMMENT #: 320
DATE: 1/2/22 12:20 PM
SOURCE: Website
NAME: Joni Wirts

COMMENT:

I am an avid skier, I skied since I was two years old and competed in National free skiing competitions in my 20s. I lived at the mouth of Big Cottonwood Canyon for 13 years. I recently moved to Summit County, UT because Cottonwood Heights has been getting more crowded. I am fiercely opposed to building a gondola up Little Cottonwood Cyn. That would seriously degrade the natural beauty of the Central Wasatch, and it will cheapen the experience of visiting the canyon. A gondola is NOT the answer. The ski resorts must back down and reduce their patronage. The number of people visiting is too many and it is ruining the quality of life for locals while also turning a Utah ski vacation into something more like a theme park experience.

COMMENT #: 321
DATE: 1/2/22 2:27 PM
SOURCE: Website
NAME: Mike Scarpulla

COMMENT:

Don't do the gondola. It's not scalable for surge capacity and if it breaks everyone is screwed. Use busses - can always charter more busses to scale service based on demand. Also busses add no new environmental impact while gondola will irrevocably change the canyon eliminating any semblance of it being a wild place.

COMMENT #: 322
DATE: 1/2/22 3:24 PM
SOURCE: Website
NAME: Henry Hartzler

COMMENT:

My name is Henry Hartzler and I am an avid rock climber and skier in Little Cottonwood Canyon, as well as a resident of Midvale, Utah. I am **STRONGLY AGAINST** the Enhanced Bus Service Peak Shoulder Lane, Gondola Alternative A, and the Cog Railway proposals because they permanently destroy existing climbing routes (aka boulder problems). I am most in favor of the Enhanced Bus Alternative that has no permanent impact to the canyon itself. We should first explore the non-destructive options that exist (tolling and enhanced bus service) before making irreversible decisions that will negatively impact other user groups in the canyon. Furthermore, it is irresponsible to spend public taxpayer dollars to fund a project that directly benefits private companies and ski resorts, namely Alta / Snowbird. Thank you for taking the time to take my comment into consideration, and I implore you to protect the public land use and access to ALL user groups by voting to move forward with the Enhanced Bus Service Alternative.

COMMENT #: 323
DATE: 1/2/22 3:51 PM
SOURCE: Website
NAME: Logan Rosson

COMMENT:

I ski at Alta & snowbird over 50+ times a year. I don't think there is a need for a large destructive project, such as a tram up little cottonwood canyon or extending the road. If weather forecasts are true, our snowfall is going to decrease substantially over the next 30 years and these infrastructure projects are just going to destroy the other benefits our canyon has to offer like climbing & hiking. We need to be thinking about how we can reduce our carbon footprint and preserve our natural habitat instead of trying to destroy it. I ride the uta buses and see the need to double or triple the buses going up the canyon but using taxpayers money just to make a shiny new toy is the problem with our modern world. Please don't destroy utahs natural wonders for today's profits.

COMMENT #: 324
DATE: 1/2/22 3:54 PM
SOURCE: Website
NAME: Iker Lastra

COMMENT:

I do not believe that adding extra lanes or a gondola will help improve the situation in Little Cottonwood Canyon. Regardless of having a larger lane or a gondola, the traffic up in the canyon is going to remain the same. There are no more parking spots at Alta or snowbird. Not to mention the majority of traffic happens after snow storms when the roads are icy and snowy which already slow down the speed of travel. The slower drivers would cause slow downs even if there was another lane available on highway 210. Not to mention it will destroy and close down some iconic trailheads along the wasatch for years and destroy tons of beautiful iconic places in there wasatch.

There are a variety of issues with the gondola. For one the avalanche issue is a big one. If the winds are too high to run the gondola and you have too many people at the resorts it could be a huge issue for interlodging. It could pose dangerous threats to the public. What happens if the gondola breaks down and you have thousands of extra people trying to get out on the bus. If anything you guys should hire more buses to bring people in and out of the canyon with the current roads as they are. Then gondola would realistically only be used in the winter and it would ruin tons of trails and views for all the locals who choose to recreate outside the resorts year round.

We've got a nice little slice of paradise here. There's no need to pave any more of it. In reality there's only so many people that can enjoy our resorts at one time before they get overcrowded and we're all left to ride out epic lift lines. Leave the canyon the way it is and increase bud traffic in the canyon to help people more easily get into and out of the canyon without a vehicle. Maybe build a couple more parking lots for people to jump into the bud from, the current once's fill up very quickly and I think it would encourage more people to use the bus system.

Cheer!

COMMENT #: 325
DATE: 1/2/22 4:09 PM
SOURCE: Website
NAME: Cole Castleton

COMMENT:

I support the comments made by the Salt Lake Climbers Alliance, SLCA, stating that while the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

Thank you,
Cole

COMMENT #: 326
DATE: 1/2/22 5:16 PM
SOURCE: Website
NAME: J C

COMMENT:

I support the gondola option as the best and most effective option for Little Cottonwood Canyon.

COMMENT #: 327
DATE: 1/2/22 7:04 PM
SOURCE: Website
NAME: Cheryl Pirozzi

COMMENT:

Little Cottonwood canyon is a beautiful and unique environment that is an invaluable resource to the local people of Utah and visitors from around the world; it is my favorite place on earth and why I choose to live in Salt Lake City. The climbing and hiking resources are irreplaceable and would be unacceptably impacted by either gondola or road widening options. The only acceptable alternative, which is much less costly, is greatly enhanced public transportation via increased electric bus service. Road widening or gondola would be a terrible mistake for Salt Lake, Utah, and future generations that cannot be undone.

COMMENT #: 328
DATE: 1/2/22 8:00 PM
SOURCE: Website
NAME: Elizabeth Heym

COMMENT:

The gondola proposal is the least sustainable solution for the transportation issue in Little Cottonwood. It tramples climbing access just to provide access to another outdoor sport. Salt Lake is becoming more and more popular with climbers, and the implementation of this proposal would upset a key demographic.

COMMENT #: 329
DATE: 1/3/22 8:52 AM
SOURCE: Website
NAME: Elizabeth Opie

COMMENT:

As a member of the climbing community, I am terrified that these considerations will actually come to fruition and that many historical and established bouldering routes will be destroyed for all future climbing generations. Not only would the access to climbing (something that was established in LCC as early as the 1960's and should be considered a historical resources) be inaccessible during any construction that takes place, but as mentioned previously, most of those climbs/boulders will no longer be in existence post-construction either. Many of Salt Lake's residents live in the city simply to have access to these boulders. I realize the same could be said for skiing, but nobody would even dream of removing runs or the accessibility to those resorts simply to make it "easier" to get to climbs. We have to keep all outdoor recreation in mind when making these decisions because no hobby is better than the other. Thank you for your time and please reconsider desecrating out beautiful canyon. While a gondola would only be used during the winter, no hiker, climber or camper should have to endure staring at such a monstrosity when all they wanted to do was simply be in the canyon and enjoying the outdoors.

COMMENT #: 330
DATE: 1/3/22 9:11 AM
SOURCE: Website
NAME: Geoff Stevens

COMMENT:

Mono rail with snow sheds is the only way. Gondola is gonna pinch local recreators out of the canyon and make alta/snowbird even more exclusive for rich out of towners.

COMMENT #: 331
DATE: 1/3/22 12:08 PM
SOURCE: Website
NAME: Roger Tobar

COMMENT:

Please consider the concept of a 3rd Flex Lane. This would address the problem of traffic flow. Traffic flow on the 2-lane hwy 210 is hampered by: the merging of two lanes to one at the mouth of LCC; a disabled vehicle on the side of the road; cars struggling with inadequate tires. The addition of a 2nd lane for uphill traffic in the morning and then switching to two downhill lanes in the afternoon would smooth out the traffic flow, help get around floundering vehicles and thus decrease travel time and disruptions. The addition of a tolling mechanism at the mouth would help to fund the expansion of hwy 210 by those who use this road. Also, infrared technology could determine occupancy in each vehicle and thus apply graduated toll fees for car poolers.

COMMENT #: 332
DATE: 1/3/22 12:11 PM
SOURCE: Website
NAME: Kelly Stewart

COMMENT:

I appreciate the considerations of the public feedback and updated proposal, however I still strongly disagree with both options, ESPECIALLY THE GONDOLA. Ultimately, both of these options cost tax payers way too much money and don't support increased public transit. Again, I think a more reasonable solution is increased bus stops and buses in general. This would serve all users of the canyon, limit tax payer bill and preserve more of the environment. Additionally, we need to rely more on public transit in our valley due to air quality concerns.

COMMENT #: 333
DATE: 1/3/22 12:42 PM
SOURCE: Website
NAME: Marissa Sullivan

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttness property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 334

DATE: 1/3/22 1:30 PM
SOURCE: Website
NAME: David Carruth

COMMENT:

In spite of the criticism of the gondola idea, I am in favor of the gondola plan over widening the road and increasing bus traffic that is already too loud and dirty.

Plus the increased bus use doesn't solve the problem of moving riders during avalanche concerns, even with the proposed snow sheds the road will always be shut down whenever there is avalanche mitigation work happening.

May I suggest a gondola walk off and on station at the White Pine trailhead.

The gondola seems to be the best use of the monies that it will take for either project.

COMMENT #: 335
DATE: 1/3/22 1:35 PM
SOURCE: Website
NAME: Haley Dahle

COMMENT:

Hello, my name is Haley Dahle, and while I have only been a resident of Utah for a little over 12 years, from the moment I arrived this place has felt like home. A major contributing factor is our amazing “backyard” that is Little and Big Cottonwood Canyons. We are truly so blessed that within 20 minutes we can be away from the hustle and bustle of the city and in a spectacular wilderness setting. My children have grown up playing amongst the granite boulders and exploring the Wasatch via the many trails that the canyons provide. Both of your proposed options will deprive future generations of that experience to connect with nature. As a family of climbers we are especially sensitive to the destruction of the road widening proposal. Little Cottonwood Canyon has WORLD class climbing up and down the entire canyon. I’m sure if the DOT implemented a user study they would find that the majority of people that recreate in the canyon year round aren’t resort skiers. It just makes no sense to destroy such an amazing resource for so many user groups because of bad traffic on a few days every winter.

The gondola option does nothing to help the supposed traffic problem. It will simply be a ridiculously expensive taxpayer funded tourist trap that solely benefits the ski resorts. The messy logistics of riding the gondola (parking, bussing to station, expense) will dissuade most people traveling from the Valley for the day from using it. Sitting in traffic is simply more convenient unless you’re staying at the resort for multiple days. The towers will also destroy much of our world class climbing and our view shed and wilderness will be entirely ruined.

Even if you don’t care about our beautiful natural spaces and the recreation opportunities that would be lost. Both the gondola and the road widening are fiscally irresponsible on every level. Before spending billions of our (tax payers) dollars to exclusively benefit two private businesses, you owe it to the tax payers to try more inexpensive options first. I can’t believe a government entity that is so well funded couldn’t figure out a better option that doesn’t destroy such a well loved valuable resource. There are other, less expensive options that somehow haven’t been considered. Increased bussing on a reliable schedule, implementation of tolls for anyone that isn’t carpooling, a resident, or an employee in the canyon immediately come to mind. In Zion National Park during peak busy times, there is a free, mandatory shuttle bus. This works amazingly. It’s dependable and with all the different stops it can be easily utilized by all user groups. This also wouldn’t require any huge upfront expenses or multiple year long construction period, it would be usable this winter.

Please find your soul and do the right thing. Thank you for listening.

COMMENT #: 336
DATE: 1/3/22 2:38 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

A true de minimis approach would have the least impact on the canyon so electric busses would be the greenest option. Electric busses that can do this are already available. I AM OPPOSED TO THE GONDOLA AND TO ANY APPROACH THAT IS NOT PHASED.

COMMENT #: 337
DATE: 1/3/22 2:47 PM
SOURCE: Website
NAME: James Lewis

COMMENT:

Hey, concerning the alternate route y'all are planning to build through little cottonwood canyon, It wouldn't make big enough of a difference in alleviating traffic to justify the destruction and obstruction of the climbing biking and hiking routes in the canyon, as well as the environmental impact a project like this will have. Please consider another option.

COMMENT #: 338
DATE: 1/3/22 3:07 PM
SOURCE: Website
NAME: Courtney Pitts

COMMENT:

I am opposed to these projects that will impact climbing in LCC.

COMMENT #: 339
DATE: 1/3/22 3:40 PM
SOURCE: Website
NAME: Ian Brown

COMMENT:

We don't want the gondola or any road widening. Please try a non invasive system such as improved electric busses without any road widening before you even think about forever changing the land scape of the amazing and beautiful area! Leaving the landscape as is would make the climbing and general outdoor community very happy! Thank you

COMMENT #: 340
DATE: 1/3/22 4:12 PM
SOURCE: Website
NAME: Trenton Labrum

COMMENT:

Tolling is a no-brainer to assist with congestion issues and provide opportunities to widen and maintain the road. I'm against paid parking as a solution to the congestion and accessibility issues because paid parking at resorts will send all the money to the resorts with no guarantee the funds will all be utilized for operation, improvement, and maintenance of parking areas. Even though there are arguments more in favor of a gondola alternative instead of a cog wheel train alternative, I still strongly support all alternative methods over a gondola system. In the event of a gondola system issue where the gondolas stop moving, resources required to rescue stranded persons using the gondola system would exceed rescue efforts on all ground-based alternatives in both time and effort. Even a well-funded gondola system caused some injuries and hours of panic for riders being stranded on gondolas in recent years: <https://www.usatoday.com/story/travel/experience/america/theme-parks/2019/10/08/disney-world-skyliner-accident-people-taken-hospital/3910733002/>

Even where costs and land use requirements are greater for a cog wheel train system, it is still a safer and preferred option to provide a different access path to the canyon that doesn't depend on the primary road path, and it doesn't tarnish the beautiful views of the canyon. As a Sandy resident, I support doing better solutions for my local community and neighbors. A gondola system is not a better solution for our canyon given this length of distance the system needs to travel.

COMMENT #: 341
DATE: 1/3/22 4:16 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

The de minimis impact would not destroy climbing and recreation for the benefit of two private businesses. This solution will take too long to implement. The solution can be implemented sooner and for less tax payer dollars using a phased approach. I AM AGAINST THE GONDOLA.

COMMENT #: 342
DATE: 1/3/22 4:37 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

The roads can be clear but the resorts will not be able to open many of the lifts. This has happened numerous times already THIS YEAR. Thus, this proposal is not properly designed to improve the user experience in the canyon. I AM AGAINST THE GONDOLA.

COMMENT #: 343
DATE: 1/3/22 4:43 PM
SOURCE: Website
NAME: Nola Peshkin

COMMENT:

Not only is the solution of a gondola unnecessary, but it also would benefit so few people that the current problems with canyon congestion will not be solved. On top of this, gondola towers and construction will destroy valuable pieces of the LCC environment, and places in which people recreate for hiking and climbing. The best solution for solving canyon congestion would be to bar private transport from entering the canyon, allowing only public buses, and thus expanding the existing bus services and networks.

COMMENT #: 344
DATE: 1/3/22 4:57 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

There is no mention of climate change in the proposal. Therefore a phased approach is the only logical way and I am against the gondola.

COMMENT #: 345
DATE: 1/3/22 7:37 PM
SOURCE: Website
NAME: Vanessa Wall

COMMENT:

The SLCA has done an excellent job summarizing the concerns of outdoor recreation users of the revised plan. I had previously submitted comments with an alternative proposal of parking structures at the base of Little Cottonwood Canyon with continuous shuttles for skiers provided by ski areas. It is not appropriate for tax payers to foot the bill of improvements that only benefit resort skiers at the detriment to other uses. Additionally, I included the SLCA's positions below as points I agree with.

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing..

COMMENT #: 346
DATE: 1/3/22 7:55 PM
SOURCE: Website
NAME: Peter Dahlberg

COMMENT:

With regard to Table 26.8-2 Measures to minimize harm to section 4(f) Recreation Properties. In the Gondola section I was surprised that two mitigation measures were not listed. First, the gondola must be built with the gondola cars being as close to the ground as is safely possible. Note that this is how ski areas build such lifts to minimize visual impacts. Generally ski lifts are built so that the equipment is below the top of the tree level. building a lift in this manner is cheaper even though more support towers are needed, the cost of towers goes up exponentially with height. The optimum height of towers with regard to cost is generally 35 ft. The main reason to build a gondola with tall towers is if it were being built as a scenic gondola tourist attraction, which it is not. The second mitigation measure is to only operate the gondola during the ski season. The gondola is being justified as a measure to mitigate traffic congestion due to ski traffic. Therefore there is no justification for running the gondola outside of ski season. If the gondola is run outside of ski season, it will attract persons from outside of the community which will only increase traffic on SR 210 when people drive on SR 210 to access the gondola base. station.

COMMENT #: 347
DATE: 1/3/22 8:28 PM
SOURCE: Website
NAME: Steve Schneiter

COMMENT:

I believe that the cog rail system will transport more skiers up the canyon! There used to be a rail system when they were mining Alta back in the late 1800s and early 19th century! In Europe they use rail throughout their mountain ski towns food for thought just hope we get this right my vote is for cog rail! Thank you S. Schneiter 58 years Sandy Resident

COMMENT #: 348
DATE: 1/3/22 11:44 PM
SOURCE: Website
NAME: Jeremy Steck

COMMENT:

It is appreciated that the Alpenbock Loop and Grit Mill Climbing Area as a 4(f) recreational resource has been recognized.

The Revised Chapter 26 analysis does have a few flaws:

The noise impact of the gondola would have an impact on climbers and other users at the ground level in this zone.

There will be a significant visual impact to climbers, hikers, and other people recreating in this zone. The shoulder lane or Gondola alternatives will have a significant negative impact on the reason that climbers and hikers recreate in this zone. There will be an aesthetic impact.

In neither of the two proposed transportation solutions are there any provisions for climbers or other user groups that recreate in the canyon who are not going to the ski resorts, regardless of season. In the winter, backcountry skiers, hikers, and climbers will need access to many trailheads and areas between the trailheads. Specific high use locations are not outlined or addressed in the proposal. With the exception of backcountry ski users, climbers and hikers will need access to many points in the canyon year round. These access points should be identified and addressed.

The cost to build these two solutions is unacceptable. Alterra Mountain Company should be considered as a significant financial contributor for any transportation solutions that are being considered for Little or Big Cottonwood Canon. Alterra's IKON pass has substantially contributed to the traffic in these canyons in the winter season.

In the several years that it will take to construct the two proposed transportation solutions or any potential solutions, there will be a substantial impact to the users of the canyon in all seasons. These impacts and disruptions of access should be outlined and detailed before approval of any solution.

COMMENT #: 349
DATE: 1/4/22 9:05 AM
SOURCE: Website
NAME: Da Brach

COMMENT:

I oppose any new construction whatsoever in Little Cottonwood canyon. Leave the road the way it is and have bus only transport

COMMENT #: 350
DATE: 1/4/22 9:10 AM
SOURCE: Website
NAME: Jared Zaugg

COMMENT:

Build the high-speed gondola! As a resident, tax payer, skier, hiker and stakeholder, I support the gondola. Make it happen, make it accessible and make it a free public service to incentivize use.

COMMENT #: 351
DATE: 1/4/22 9:17 AM
SOURCE: Website
NAME: Tristan Schroeder

COMMENT:

During the last storm cycle that took place during the holiday period December 2021 I witnessed numerous buses stuck or unable to complete their journey up the canyon. The road is challenging enough for an all wheel drive vehicle with studded snow tires. Why would a solution be to add more buses when the buses we currently have cannot handle the challenging road and snowy conditions. Build the gondola!

COMMENT #: 352
DATE: 1/4/22 9:18 AM
SOURCE: Website
NAME: Duncan MacLean

COMMENT:

I am in full support of the gondola, and recommend we move forward ASAP. What swings my vote is the public testimony of Bob Bonnar. Mr. Bonnar has worked in LCC for his entire career he has seen everything the canyon can present in terms of public safety emergency. We all want to improve access to this wonderful place, but need to do it in a safe and secure manner. Detractors will say the gondola is a gift to the ski areas, but I suggest it is a gift to all of us to safely increase the accessibility to this wonderful canyon. Please move forward with the gondola, and thank you for running a thorough process.

COMMENT #: 353
DATE: 1/4/22 9:21 AM
SOURCE: Website
NAME: Brian Ann Homer

COMMENT:

I know that many neighbors don't want improvements but the demand is so great, please proceed with improvements. My first choice is the Gondola. If the weather changes and the ski industry dies, maybe the bus option should be considered.

COMMENT #: 354
DATE: 1/4/22 9:23 AM
SOURCE: Email
NAME: Peter Vander

COMMENT:

I still disagree with this expensive proposal. I agree with Suzanne Harrison's letter and recommendations for more bus service. Keep it simple. Even the Alta and Snowbird couldn't keep their chair lifts open with the normal December winds.

COMMENT #: 355
DATE: 1/4/22 9:25 AM
SOURCE: Website
NAME: Jeffrey Woolery

COMMENT:

Keep it natural, cut back on GRASS AND WATER needs.

COMMENT #: 356
DATE: 1/4/22 9:30 AM
SOURCE: Website
NAME: Thomas Newhouse

COMMENT:

A gondola system up Little Cottonwood Canyon is definitely not acceptable. It is only used in the winter and then with wait times at the boarding station and longer times coming down the canyon (getting through the boarding station and car lots). A gondola will not service the canyon except where it stops, which limits canyon participation.

Avalanche sheds will be helpful and worth the cost.

However, keep in mind that increasing winter flow up the canyon will not increase recreational pleasure unless additional skiing capacity is allowed and developed. Instead, unbearable lines will be had at the ski areas. Increase the skiing capacity to match the increased canyon traffic.

COMMENT #: 357
DATE: 1/4/22 9:32 AM
SOURCE: Website
NAME: Michael Cianelli

COMMENT:

Gondola! It's the only environmentally friendly and avalanche proof option.

COMMENT #: 358
DATE: 1/4/22 9:33 AM
SOURCE: Website
NAME: Isaac Lindetrom

COMMENT:

Don't destroy historic climbing areas. The best solution is using existing infrastructure to move more people up the canyon. Start by banning 2wd cars all winter

COMMENT #: 359
DATE: 1/4/22 9:38 AM
SOURCE: Website
NAME: Jeffrey Woolery

COMMENT:

What I find interesting is everything is about protecting the environment but to do that you wouldn't widen the roads and invite more people up. You would put a gondola, because that would cut down on cars. But there is another thing that can be done. Park fee for gas cars, waved or 85% off for EV (cars). 55% off for park-n-ride (gondola). But for a gondola to make since it needs more stops and areas for people to get to nature otherwise the ski resorts should be paying 65% of the YOC.

COMMENT #: 360
DATE: 1/4/22 9:39 AM
SOURCE: Website
NAME: Francis Whitby

COMMENT:

Do NOT build a tram/gondola/train. Congestion in the canyons is best relieved by limiting, regulating, and controlling access, not by increasing access. The automobile roads already exist and will not be removed. Improve the roads and create a high-quality BUS and carpool infrastructure. Build a super-high-quality bike/hike lane parallel to vehicle traffic for the length of the canyons and get people out on electric bicycles. The cost of doing these things will be low compared to the hair-brained ideas to build trams or trains. Do not build a train or gondola. Proposals to build gondola/tram/train systems are government boondoggles stemming from greedy and corrupt contractors who want the public to foot the bill to purchase their products.

COMMENT #: 361
DATE: 1/4/22 9:45 AM
SOURCE: Website
NAME: Amiko Uchida

COMMENT:

Thanks for allowing public comment. As a local patron, I favor banning cars carrying fewer than 4-5 people and providing frequent (every 5-7 minute) buses/shuttles instead of a gondola or road widening. Local residents of Alta obviously would be exempt.
Thanks for your consideration.

COMMENT #: 362
DATE: 1/4/22 9:46 AM
SOURCE: Website
NAME: Brenda Barney

COMMENT:

Build the gondola!

COMMENT #: 363
DATE: 1/4/22 9:55 AM
SOURCE: Website
NAME: Dana Steck

COMMENT:

It is appreciated that the Alpenbock Loop and Grit Mill Climbing Area as a 4(f) recreational resource has been recognized.

The Revised Chapter 26 analysis does have a few flaws:

The noise impact of the gondola would have an impact on climbers and other users at the ground level in this zone.

There will be a significant visual impact to climbers, hikers, and other people recreating in this zone. The shoulder lane or Gondola alternatives will have a significant negative impact on the reason that climbers and hikers recreate in this zone. There will be an aesthetic impact.

In neither of the two proposed transportation solutions are there any provisions for climbers or other user groups that recreate in the canyon who are not going to the ski resorts, regardless of season. In the winter, backcountry skiers, hikers, and climbers will need access to many trailheads and areas between the trailheads. Specific high use locations are not outlined or addressed in the proposal. With the exception of backcountry ski users, climbers and hikers will need access to many points in the canyon year round. These access points should be identified and addressed.

The cost to build these two solutions is unacceptable. Alterra Mountain Company should be considered as a significant financial contributor for any transportation solutions that are being considered for Little or Big Cottonwood Canon. Alterra's IKON pass has substantially contributed to the traffic in these canyons in the winter season.

In the several years that it will take to construct the two proposed transportation solutions or any potential solutions, there will be a substantial impact to the users of the canyon in ALL seasons. These impacts and disruptions of access should be outlined and detailed before approval of any solution.

COMMENT #: 364
DATE: 1/4/22 9:58 AM
SOURCE: Website
NAME: Simon Amat

COMMENT:

Gondola alternative B or the cog rail alternative would be the best options to keep the BCC intersection less busy while also making the LCC drive much safer by removing winter parking up in Alta/Snowbird and providing another form of transportation that is not as polluting as car travel. The cog rail would be the safest option in terms of avalanche danger in LCC, but may not be as efficient in terms of getting more travelers up.

COMMENT #: 365
DATE: 1/4/22 10:06 AM
SOURCE: Website
NAME: Randall Rolan

COMMENT:

The answer to the whole issue is a Little Cottonwood Canyon Winter car pass. Charge \$500 to start (and enjoy the kudos from the taxpayers). If the problem of too many cars persists...charge \$800 per year. Problem solved and the taxpayers will be delighted to hold on to "\$500M". Do it- you'll be the hero!

COMMENT #: 366
DATE: 1/4/22 10:09 AM
SOURCE: Website
NAME: Holly Hackett

COMMENT:

A permanent, year round structure is unnecessary and heart breaking. We should improve the shuttle system and run it during busy times of the year. There is no reason to ruin the environment year round. Electric ski shuttles should be considered.

Also it is obvious corporations are paying people off for endorsements (example ski resorts paying government funded organizations for their gondola endorsement)

The ENVIRONMENT should be the FIRST priority and concern. Not money. Not ski resort profits. Respect the Wasatch and help it thrive. A natural capacity is the answer.

COMMENT #: 367
DATE: 1/4/22 10:27 AM
SOURCE: Website
NAME: Jason Lyman

COMMENT:

The proposed Gondola solution will absolutely DESTROY the beauty and serenity of the canyon this is allegedly for the benefit of. It is not all about just getting to the top! The Canyon is enjoyed throughout and a gigantic man made monstrosity of machinery will do nothing more than destroy the scenic beauty of the canyon! Of the proposed solutions the gondola is shortsighted and enforces the stance that only money is the influence here and there is no actual investment in preserving nature and the existing beauty of the canyon.

COMMENT #: 368
DATE: 1/4/22 10:36 AM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

It's too bad residents that at the mouth of the canyon think their view is their property. I recently had high power lines installed in front of my view out my front window. Did I like it? Absolutely not! Was it necessary for the benefit of those around me in a society where give and take is necessary? Absolutely yes! So, someone's view should not be the deciding factor. I am mostly concerned that we will spend a monies to install a third bus lane only to learn within a decade that the gondola solution was the best and we will end up spending twice what was necessary to relieve congestion in the canyon. I vote Gondolas!!!

COMMENT #: 369
DATE: 1/4/22 10:46 AM
SOURCE: Website
NAME: Jack Gambassi

COMMENT:

I support the shoulder lane for enhanced bus service over the gondola due to incentives for visitors to use UTA transit and its less invasive impact on the environment

COMMENT #: 370
DATE: 1/4/22 10:52 AM
SOURCE: Website
NAME: Steve Gomez

COMMENT:

I appreciate all of the hard work involved in providing the options to all those that will, and have been affected by the expanded use/interest in the beautiful Cottonwood canyons we hold dear. I'm a native Utahn that have skied in Utah since the late 60's. We moved to Cottonwood Heights to be closure too the resorts, and to take advantage of getting to the slopes in minutes. While that has changed, in terms of time needed to hit the slopes, the fact hasn't changed that our mountains are now being exposed to more use both good and bad. I'm a firm believer that those who really cherish the mountains will always abide by any and all rules, needs that will preserve them for those that come after us. Adding more technology in the form of a "tram", to me, seems opposite of any goals of preservation of the natural resources as they were provided to us by the creator. We have roads, we have the ability to develop/use electric busing solutions that offer the "best solution" towards investing in how we manage, and use tax dollars more reasonably vs a tram. A tram that will ruin, forever, the pristine view we cherish. A tram that will add limited value out of ski season, and come at a price tag short and long-term that is unreasonable to those who care about disrupting the natural beauty we have invested in by living here all our lives. Please, please to not fall prey to the investors, businesses, and self-serving politicians that have a singular interest of making money off a poor solution to a problem that only exists weeks out of a year. Thank You for the continued opportunity to add input/feedback to those that are in charge of future tax dollars, and working hard to keep our Cottonwood Canyons as they were created.

COMMENT #: 371
DATE: 1/4/22 11:02 AM
SOURCE: Website
NAME: Nikolai Razuvayev

COMMENT:

The gondola will barely help in the summer, you need to connect it to the major trail heads, also its going over tons of residents. I'm not as for it as i once was.

COMMENT #: 372
DATE: 1/4/22 11:10 AM
SOURCE: Website
NAME: Wallace A Wright

COMMENT:

I prefer the gondola B alternative. The impact on only one boulder is an asset and I'd rather not see the snow sheds which I believe will ruin the experience driving up the canyon. I wish there were a gondola stop planned at the Tanner Flat area though, for recreation in both winter and summer.

COMMENT #: 373
DATE: 1/4/22 11:11 AM
SOURCE: Website
NAME: Peter Bsumek

COMMENT:

No Tram, No Cable Car system. Use buses (electric powered) and provide parking lots at base of LCC.

COMMENT #: 374
DATE: 1/4/22 11:14 AM
SOURCE: Website
NAME: Robert Clark

COMMENT:

Another ski season has started and the problems with traffic in the Canyon are already horrible even with very little snow. The tram/gondola is the perfect answer. It is environmentally sensitive and in fact would add beauty to the canyon. It would be quiet and would do everything that it should do. Please, please get this done. There is no other solution that will not make the problem worse.

COMMENT #: 375
DATE: 1/4/22 11:24 AM
SOURCE: Website
NAME: Tallie Casucci

COMMENT:

As a local citizen, I do not support either proposal, because they do not serve dispersed recreation users or provide public transit options. Both proposals cost an unacceptable \$500 million+ in construction costs alone. Less costly and destructive solutions should be implemented first. Additionally, the 2-3 year construction time will close and/or limit recreation access. We should implement a system that serves year-round recreation for a variety of user groups, minimizes environmental impact, and creates a sustainable future. An expanded electric bus service (without road widening) coupled with tolling and other traffic mitigation strategies must be tried. These would serve both dispersed recreation and ski resort transit needs before permanent landscape changes are made. As a climber, I appreciate the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource; however, revised Ch 26 analysis still fails rock climbers and this recreation activity, which has deep historical roots in Little Cottonwood Canyon. UDOT's Revised Ch. 26 analysis fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttriss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Additionally, UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on climbing resources; Specifically:

- 1) The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.
- 2) The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.
- 3) The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

I sincerely encourage UDOT to consult the Salt Lake Climbers Alliance regarding climbing resources within Little Cottonwood Canyon. We must preserve the incredible beauty of the canyon with less costly and lower impact transportation solutions that serve ALL canyon users.

COMMENT #: 376
DATE: 1/4/22 11:26 AM
SOURCE: Website
NAME: Trent Croft

COMMENT:

The past 2 weeks should be more than enough evidence to show how needed and necessary the gondola is. Expanding the bus service and adding more lanes is completely asinine as it would only clog up the canyon even further. You can see for yourselves anytime it snows just how ridiculous the cottonwood canyons have gotten and it's sickening to see that the popular opinion from residents is to just clog it up more. Please don't expand to more lanes. The gondola might cost a little more but the environmental impacts far outweigh the cost.

COMMENT #: 377
DATE: 1/4/22 11:29 AM
SOURCE: Website
NAME: Scott Sabey

COMMENT:

The gondola still seems to cause the least damage, both physically and visually to the canyon. I remember driving to Alta and watching Snowbird be built. I didn't think that gondola caused too much impact either visually or physically. I have been fortunate enough to ski Monte Bianco and I don't think those gondolas did significant damage. I would like to see the gondola built.

COMMENT #: 378
DATE: 1/4/22 11:34 AM
SOURCE: Website
NAME: Ben Green

COMMENT:

Why is, "do nothing", not an option here. The mountains in LCC do not have the capacity for more people.

COMMENT #: 379
DATE: 1/4/22 12:01 PM
SOURCE: Website
NAME: John Mason

COMMENT:

Why are you not considering limiting the number of cars in the canyon? If you don't limit the number of cars in the canyon it seems like it will always be at max capacity which will greatly impact the quality of a bus system. Why is this not being done alongside a plan for big cottonwood canyon? Both canyons suffer from very similar problems and there has been talk about building a connecting ski lift. If we're going to invest public money in a gondola, train, or road widening, why would you not consider Big Cottonwood as well? Can someone address these issues please? It seems very odd that both are being ignored thus far.

COMMENT #: 380
DATE: 1/4/22 12:17 PM
SOURCE: Website
NAME: Kara Grieb

COMMENT:

UDOT should focus on adding more buses and restricting traffic. They should look at an approach like what is used for Zion National Park. I do not support adding a gondola or widening the road. Little Cottonwood Canyon is world famous for it's bouldering. There is so much history that relates to these climbs. People come from all over the world to climb these boulders. Some of these boulders are very close to the road. Widening the road in Little Cottonwood Canyon would destroy some of these areas. Classic boulder routes and all the history would be lost. Please preserve these boulders for future generations. Look at other options that don't include widening the road and destroying these climbing areas.

COMMENT #: 381
DATE: 1/4/22 12:22 PM
SOURCE: Website
NAME: Adam Diamond

COMMENT:

Hi,

Thanks for taking the time to read my comment. I am a resident of CHW and multi sport user of little cottonwood canyon. I support The Gondola Alternative A. I hope there's either enough parking or bus support for me and my family of five to easily catch a bus or drive to the mouth to ride the gondola to work and play. I want Wasatch Blvd speed limit reduced to 30 MPH. I want reliable year round transport up to Snowbird and Alta. The gondola is the best option to be able to arrive and leave the mountains safely and timely. Also, consider multiple parking lots along Wasatch for residents to park and catch the bus.

Thanks!

COMMENT #: 382
DATE: 1/4/22 12:31 PM
SOURCE: Website
NAME: Caroline Bagley

COMMENT:

As a 15 year resident of Cottonwood Heights who lives at the mouth of big cottonwood Canyon I am 100% opposed to the gondola up Little Cottonwood Canyon. A dedicated electric bus lane going up the Canyon in the morning and going down the Canyon in the afternoon during the ski season is the best course to reduce pollution, congestion and and maintain the integrity of nature and wildlife.

COMMENT #: 383
DATE: 1/4/22 12:43 PM
SOURCE: Website
NAME: Alexander Gleason

COMMENT:

There are better options than destroying LCC bouldering.

COMMENT #: 384
DATE: 1/4/22 1:01 PM
SOURCE: Website
NAME: Skylar Casey

COMMENT:

As a rock climber, I'm concerned about the resources that would be destroyed under any of the proposed alternatives. I'm also concerned about the price of each alternative to the taxpayer, while the primarily beneficiaries are private ski companies.

I stand with the Salt Lake Climbers Alliance in these comments:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing..

Thank you for your consideration.

COMMENT #: 385
DATE: 1/4/22 1:01 PM
SOURCE: Website
NAME: Matthew De Santis

COMMENT:

All climbing resources, boulder, and routes should be considered a historical resource (not just the secret garden)! Please consider how all of these areas will be impacted before proceeding. Please try to avoid closing all areas under construction for multiple years. This would be a devastating blow to the local climbing community. Please consider electric bus services and tolling. It seems obvious that this cheaper and MUCH less invasive option should be tried before moving on to much more invasive options. Furthermore, roadside parking is crucial for climbing throughout the canyon. Taking away this roadside parking option would dramatically hurt the climbing in the canyon. At the very least please allow roadside parking during all times of year except winter. Please do not block off climbing areas with snowsheds. This has the potential to make access to some areas much longer, essentially making the area inaccessible. You must consider the impacts of this very invasive project. Please choose the least invasive option (simply improving bus systems and implementing tolls). Do not make tax payers pay for this huge project that will strictly benefit the large corporate ski resorts. LCC is one of Salt Lake City's best resources for outdoor recreation, and the plans outlined here would devastate this incredible resource in irreparable ways. Please do not do this.

COMMENT #: 386
DATE: 1/4/22 1:04 PM
SOURCE: Website
NAME: John Woeste

COMMENT:

Please alternatives provided are not acceptable because of the environmental damage caused. The tram add visual pollution and will only serve the two ski resorts and only for several months a year, as their is low demand or parking problems other than winter. Many people will drive from the Big Cottonwood parking lot to the station at Little Cottonwood to see if parking might be available and once there, many are unlikely to turn around and park at Big Cottonwood. They will drive up the canyon. Please implement an alternative of more busses. Other alternatives can be considered if somehow more busses do not meet address the problem.

COMMENT #: 387
DATE: 1/4/22 1:14 PM
SOURCE: Website
NAME: Thomas Ancilleri

COMMENT:

This proposal must be stopped. Climbing areas in little cottonwood canyon are a historical landmark and natural recreation area. Other strategies must first be tried and exhausted before making permanent changes to a natural landscape. Do better SLC!

COMMENT #: 388
DATE: 1/4/22 1:19 PM
SOURCE: Website
NAME: Alec Quick

COMMENT:

Please, do not build a gondola or widen the road. Countless people enjoy the roadside climbing that would be devastated by such actions. Our outdoor experience is just as important as that of a skier. Try adding twice the bus load and tolling cars. Please for the love of god, don't destroy a place many of us hold so dear.
Alec

COMMENT #: 389
DATE: 1/4/22 1:44 PM
SOURCE: Website
NAME: Chris Firmage

COMMENT:

I understand that action must be taken for skiers, residents and business. But the answer is not destroying an entire region for the gain of private industry. Climbers, hikers, bird watchers and more use these canyons. There is no reason to go to such drastic action before trying other less destructive measures. I explore UDOT and the legislatures deciding this that tolling and mandatory busing be seen as an alternative first.

Study after study has been done about expanding roads and how it does not change traffic but usually makes it worse. If we spend 500 million or more on destroying a canyon only to find that we were wrong or it won't be used then what? We build more lanes? Let's build for the future not for the sake of building.

COMMENT #: 390
DATE: 1/4/22 1:47 PM
SOURCE: Website
NAME: Robert Kosinski

COMMENT:

I am against any of the plans that include widening roads, building snow sheds, or building a gondola. The best plans currently offered are the enhanced bus service with expanded parking at trailheads and at the gravel pit. We should not be destroying a great deal of land just so more cars and people can drive to ski resorts. Currently the bus service to LCC is good but does not have frequent enough service nor does it have service to popular areas outside of the ski resorts such as climbing areas or White Pine TH. I think the enhanced bus service plan best remedies these issues while doing the least damage to our public lands.

COMMENT #: 391
DATE: 1/4/22 2:06 PM
SOURCE: Website
NAME: Harry Sullivan

COMMENT:

I would not like a gondola or road widening. It is going to ruin the recreational activities and the Beauty of lcc. I would rather try implementing a better bus system or improved traffic control via tolls. Thanks.

COMMENT #: 392
DATE: 1/4/22 2:09 PM
SOURCE: Website
NAME: Eric Salmi

COMMENT:

I would rather see limiting the amount of people that can go up the canyon on a day than trying to get more people into an already crowded canyon.

COMMENT #: 393
DATE: 1/4/22 2:10 PM
SOURCE: Website
NAME: Cynthia Crass

COMMENT:

It appears the gondola has the MOST adverse impact. PLEASE support the enhanced bus lane which could be used for biking in good weather. Thanks

COMMENT #: 394
DATE: 1/4/22 2:10 PM
SOURCE: Website
NAME: W. Lynn Egbert

COMMENT:

Gondola is the only sensible route. Government has their head in the dark opposing this!

COMMENT #: 395
DATE: 1/4/22 2:33 PM
SOURCE: Website
NAME: Ethan Christensen

COMMENT:

The gondola would be a huge disturbance to LCC wildlife and recreation activities. Enhanced bus transit opportunities would have a much lower impact. There are many trails, boulders and hidden gems on the way up the canyon that would be destroyed or changed for the worse. Think about the community who enjoys the canyon year round. There's more to the canyons than the cash cows at the top of the mountain

COMMENT #: 396
DATE: 1/4/22 2:48 PM
SOURCE: Website
NAME: Nancy Eckhout

COMMENT:

Do not put in a gondola nor widen the road. Too many people in this canyon can only further environmental impacts already present in this sensitive area.

COMMENT #: 397
DATE: 1/4/22 2:58 PM
SOURCE: Website
NAME: Matthew Tobey

COMMENT:

Not in favor of additional infrastructure in Little Cottonwood Canyon. Limiting traffic up the canyon is preferred.

COMMENT #: 398
DATE: 1/4/22 2:59 PM
SOURCE: Website
NAME: Evan Scherman

COMMENT:

I still like the gondola idea. Thank you.

COMMENT #: 399
DATE: 1/4/22 3:12 PM
SOURCE: Website
NAME: Scott Stoddard

COMMENT:

Any changes to address skier travel times in Little Cottonwood Canyon should affect skiers, on powder days, and not affect other users for the entire year when these problems do not exist. Non permanent changes that address the powder days without affecting other users of the canyon need to be exhausted before permanent changes that degrade the canyon for everyone else are considered.

COMMENT #: 400
DATE: 1/4/22 3:19 PM
SOURCE: Website
NAME: Jared Jenkins

COMMENT:

UDOT,

Thanks for taking a closer look at the climbing and bouldering areas affected by these different proposals in this recent iteration. I would still make a few comments based on what I think I am reading. I think the relocation of boulders is not feasible. It would ultimately destroy the integrity of the classic problems that have become known world wide. I would ask that you find solutions that protect the boulders as they are for future generations to enjoy. It looks like in my reading that the 5-mile boulders are not protected in any way. These are some of the best boulders in the canyon and MUST be protected. I would kindly ask you to find a way to protect these boulders. Finally I would again ask that you do not construct the gondola or railway, both of which would be year round eye-soars and inclusions on beautiful LCC. Furthermore, these only serve the big ski companies and not the people of UT and the many year round recreational users of LCC that love it for its current beauty. Please conserve our canyon for future generations!

I would be happy to talk more about this.

Thanks,

Jared Jenkins, PhD

COMMENT #: 401
DATE: 1/4/22 3:39 PM
SOURCE: Website
NAME: Derek Whiting

COMMENT:

My response is simply a big NO to both the gondola and lane widening as it negatively impacts the world class bouldering areas. Make it mandatory to take the bus with enhanced bus service and/or pay a toll to drive up separately. Look at national parks (Zion and Yosemite) as examples.

COMMENT #: 402
DATE: 1/4/22 3:40 PM
SOURCE: Website
NAME: Edwin Miller

COMMENT:

I am an avid climber in the Salt Lake City area, and I am worried about the future of climbing opportunities in Little Cottonwood Canyon, particularly the boulders in the Alpenbock area. I moved to Salt Lake a few years ago, primarily due to its close proximity to great climbing areas. I would like UDOT to consider minimal development strategies for LCC that would preserve the climbing, hiking, and overall recreation experience. This would entail NO gondola or road widening, but instead a logical bus network that would stretch around the city to avoid damaging the quality terrain in LCC. Overdevelopment of this area will be an expensive and unnecessary endeavor that will drive away Salt Lake City's vibrant climbing culture. Please consider other options.

Best,
Edwin

COMMENT #: 403
DATE: 1/4/22 4:31 PM
SOURCE: Website
NAME: Jason McPhie

COMMENT:

The revisions do not make this a good answer to the traffic problem. We are apposed to the gondola for many reasons. First, it doesn't solve the actual problem. Second, it's not a tax payers issue but rather a resort issue. Have Snowbird and Alta pay for parking modifications at their sites. Third, traffic will be pushed down below the mouth of the canyon. This is a gimmick for skiers and tourists. Anyway, I'm a huge fan of the ski resorts, but this is not the answer. I live close to the powder day issue and the traffic is only an issue 5-20 days a year- we all deal with it.

COMMENT #: 404
DATE: 1/4/22 4:48 PM
SOURCE: Website
NAME: Meagan Oltman

COMMENT:

It's a NO to the cog rail, Gondola A & B alternatives.

COMMENT #: 405
DATE: 1/4/22 4:48 PM
SOURCE: Website
NAME: Kendra Davis

COMMENT:

As a climber I am still not satisfied with the impact to bouldering, losing 51% of the areas boulders is not acceptable- why do ski resorts take priority over climbing? Especially when the usage of that group is only limited to a few months out of the entire year. A solution that can serve both recreational groups would be preferred. Maybe we can look at other case studies where gondola like transportation was implemented in a sustainable way with very minimal impact to the environment such as the skyrail in Cairns, Australia: <https://www.skyrail.com.au/about/sustainability/> - during their construction they only had to displace something like 2 trees and were able to improve tourism while mitigating impact to the landscape and environment. These should be kept as objectives as we continue with revisions.

COMMENT #: 406
DATE: 1/4/22 5:33 PM
SOURCE: Website
NAME: Scott Jensen

COMMENT:

I hope the team looking at these options will select the gondola option. This is the best option with the best results. When both ski resorts and the the Town of Alta are in favor of this option, it seems the committee should weigh this heavily. Please move on this soon so we can enjoy skiing once again.

COMMENT #: 407
DATE: 1/4/22 5:38 PM
SOURCE: Website
NAME: Scott McKinstry

COMMENT:

Don't bend to the will of big money interests. This would destroy world class climbing areas, as well as habitat that has already been destroyed enough by increased tourism. The entire outdoor climbing community is against this plan. Many of which ski, snowboard, and suffer in the same long line as everyone else. This just redirects the problem and is seen as a spineless move paid for by people that have lived here for far longer than the ones benefitting from it.

COMMENT #: 408
DATE: 1/4/22 5:45 PM
SOURCE: Website
NAME: Sadie Sarcona

COMMENT:

As a skier and climber and salt lake resident, I am appalled that altering the landscape and ecosystem are at the top of the solutions list. The cottonwoods need a better bus system, and perhaps a toll like millcreek. NO to corporate gondola interests in our watershed and precious ecosystem. This will introduce more oil, metal, exhaust, and mismanagement than enhanced bus systems.

COMMENT #: 409
DATE: 1/4/22 6:59 PM
SOURCE: Website
NAME: Webb Whatcott

COMMENT:

Build a gondola, easier and more broad access to the canyon, less traffic. The view is going to be covered in inversion anyway if people are upset about it. This is a great way to reduce the pollution and create something that many people can use. I can't think of why it hasn't been built before now. Now is the time!

COMMENT #: 410
DATE: 1/4/22 8:17 PM
SOURCE: Website
NAME: Michelle Glover

COMMENT:

Gondola isn't fair when it mainly benefits skiers and owners of the resorts. It will make that road where they put the parking lot too congested. Snow is getting g less and less each year so it won't be as needed anyway

COMMENT #: 411
DATE: 1/4/22 9:04 PM
SOURCE: Website
NAME: Madeleine French

COMMENT:

The gondola would have a significant negative impact on the physical canyon itself and should not be considered as an option. It would ruin trees, flowers, shrubs, burrows, dens, nests, etc. It also seems that it would affect many different rock climbing/bouldering areas. To impact the bouldering community at the expense of the corporations that run Alta Ski Lifts and Snowbird is completely unacceptable and flies in the face of their apparent "environmentally-conscientious attitude/mission." The Enhanced Bus Service Alternative is the most environmentally friendly option and that is what should be selected. This canyon is a special place to many people living in the community, do not alter it for corporate interest.

COMMENT #: 412
DATE: 1/4/22 11:43 PM
SOURCE: Website
NAME: Robert Jacobs

COMMENT:

Both gondola proposals (as well as the cog railroad) would have a profound impact on the canyon aesthetics and do little to solve the problems in the canyon and on Wasatch blvd. These proposals leave no alternatives to changing conditions and should be rejected. Before lane modifications, other cheaper and more adaptable solutions should be tried.

COMMENT #: 413
DATE: 1/5/22 12:41 AM
SOURCE: Website
NAME: James Kissell

COMMENT:

Can we please "wait and see" how changes to parking reservations at Alta and Snowbird this season impact traffic before committing \$500M+ (closer to \$1B now with inflation) to this initiative? I skied at Alta between Christmas and New Years and the traffic situation was SOOOO much better this year because of the reservation system. Additionally, there are still cars going up the canyon that should NOT be going up the canyon when the traction law is in effect. The law is not enforced and there are no penalties to drivers. UDOT and police agencies need to enforce this like California does at Donner Pass on I-80 during heavy snowfall. We drove past the chain up area at the mouth of the canyon and it had not been plowed. Is UDOT purposefully trying to make it harder for drivers to chain up??? These projects are a waste of tax payer dollars until other simpler, environmentally friendly, and less expensive solutions can be tried and tested. This is a \$1B project now to fix a problem that can be solved with parking reservations in the short term and global warming in the long term. In 10 years, we'll be lucky to have one day/season a gondola or road widening project is needed. This going to be a total failure of a project and yet no one will get fired for it. Instead, someone gets to put this project on their resume. The incentives are perverse. PLEASE reconsider this project until other solutions can be evaluated.

COMMENT #: 414
DATE: 1/5/22 8:41 AM
SOURCE: Website
NAME: Cynthia Lazzara

COMMENT:

Please keep in mind to make this option more popular than using a car you need to make the base of the gondola very community focused. have lockers, place to eat; if people meet, create friends and enjoy the space THEN they will use it. You MUST also make gondola use more advantageous than sitting in an idling car for two hours. If the gondola went up the canyon BEFORE the roads opened then people would really be willing to use it. you must consider what will get people to use the gondola MORE than their car or a bus. Make the base fun and the access better than driving.

COMMENT #: 415
DATE: 1/5/22 8:55 AM
SOURCE: Website
NAME: Situs Pascual

COMMENT:

No need it

COMMENT #: 416
DATE: 1/5/22 9:23 AM
SOURCE: Website
NAME: Amy Cairn

COMMENT:

UDOT needs to explore other options that are less costly and impacting to LCC then road widening or a gondola. Other user groups need to be considered ie climbers, hikers, etc. Why are Utah tax payers paying for private business issue (ie the ski resorts). I appose both options to widen the road or build a bohemith gondola. Quit thinking with your Ego!

COMMENT #: 417
DATE: 1/5/22 10:10 AM
SOURCE: Website
NAME: Mike Weir

COMMENT:

I'd like to express my support of the gondola given the ever growing population and uptick in traffic and one along w/thousands of others has spent hours in traffic stuck on the road I feel it's the best alternative! I've been on gondolas around the world they are quiet, most animals live south facing so minimal impact on there habitat, it solves avalanche concerns where widening the doesn't! I think we all wish it was our quiet private hidden gem from years ago but it's not, Salt Lake is not we must evolve sensibly proactively!

COMMENT #: 418
DATE: 1/5/22 10:22 AM
SOURCE: Website
NAME: Peter Wilk

COMMENT:

I would like to thank UDOT for reassessing the Alpenblock Loop and Grit Mill Climbing areas as 4(f) recreational resources. However, the impacts to those areas still under estimated in the revised Draft EIS. In addition the revision still doesn't recognize all of the significant recreational resources potentially impacted by the two transportation options.

The gondola option is the most under estimated impact to the climbing and hiking resources as well as to the entirety of the canyon. Visual and noise impacts to the climbing resources, both Alpenblock and Grit Mill, as well as the Gate Buttress, are considerable. The size and proximity of the towers and cable line to the climbing resources will always create a negative impact to the climbing because of its visual presence and noise. Anyone who has ridden a chairlift or gondola will attest to the noise the tower's cable supporting wheels make. While this noise is short lived in the gondola itself, to those in the proximity of the tower it is constant as long as the cable is running. Support and maintenance operations and infrastructure will also drastically negatively impact these resources as well. The EIS Interactive Maps do not show support roads and/or trails necessary to service the towers. The entire canyon will be marred by construction of a gondola line since no view within the canyon will be without a portion of the gondola, towers, and cables.

The expanded bus shoulder/lane option is far better for visual impact, but it too does not positively improve the year round climbing resources at the Alpenblock and Grit Mill areas. The construction impacts to widen the road will be incredibly close to the bouldering. The minimal buffer that currently exists between the climbing and the road will be erased with the expanded lane. The climbing in LCC is an historic part of climbing in North America, encroaching even closer to this history will be an historic loss if the expanded lane option is exercised.

The Gate Buttress climbing area has not been included in the Section 4(f) recreational resources. This truly year-round, multi-user area is the center of climbing in Little Cottonwood. A visit to this parking lot on a nice day quickly shows why it must be included. Climbers, hikers, and people looking to "hang out down near the creek can be seen together in the dozens. Omitting it from the EIS indicates a lack of thoroughness in the proposal put forth by UDOT. For an honest EIS proposal this area must also be included for the negative impacts that will occur given the two UDOT options.

At a high level the UDOT EIS for LCC is an extremely expensive, tax-payer funded, capital "improvement" to benefit two private companies, Snowbird and Alta. These companies are certainly spending money in lobbying with the legislature and others to get either of the options in the Draft EIS adopted. However, their lobbying dollars are pittance in comparison to those the tax-payer will spend to construct either project. The Draft EIS must be revised to consider all users and all-season use and equitable financial investment in the solution.

Current attempts for solving the traffic problem in LCC can be summarized quickly, little to no attempts. Why is an extremely expensive, complex, irreversible, and damaging solution(s) being proposed before attempting more incremental solutions? Additional buses, busses dedicated solely to travel up and down the canyon, tolling, rigorous winter tire/chains enforcement, "bus only days", etc. Smaller more nimble solutions to learn the most effective ways to improve traffic in the canyon should be used and studied before the largest cable car line in the world is constructed. If studies have been performed like this, either in Utah or abroad, please disclose the results for public comment and consideration.

Unfortunately, the question for improving traffic in LCC is the wrong question, it is too narrow a scope. It is like trying to revive an ailing houseplant by giving it more sun without also considering if it is getting the proper water. Little Cottonwood and Big Cottonwood Canyons, especially in winter, are directly dependent resources. Usage and problems in one directly impact the other. Ignoring this fact will always lead to inadequate solutions. UDOT, please create a comprehensive plan for both canyons.

In order to create that comprehensive plan, a fundamental question must be answered: Regardless the mode of transport into the canyons, what is the carrying capacity of people in the canyons? How many people from all user-groups can enjoy the canyons before their experiences are degraded and the environment they come to enjoy is degraded?

COMMENT #: 419
DATE: 1/5/22 11:17 AM
SOURCE: Website
NAME: Fred Burton

COMMENT:

The EPA study for 2002 Olympics came back with conclusion that Little Cottonwood Canyon was too sensitive and viable to change anything for Olympics. What has changed? Also, Ski season is only 3-4 months long who will use and pay for the gondola the other 8 months. Tourist? Think of the parking, traffic, pollution, damage, cost. and environmental impact.

COMMENT #: 420
DATE: 1/5/22 12:30 PM
SOURCE: Website
NAME: Charles Ermisch

COMMENT:

I only support the Gondola. The reasons are many, but you must consider the reduction of noise for all of the Gondola riders - since they will not be driving vehicles up the canyon. If you consider the thousands of vehicles removed - the views will improve, the air will be cleaner and it will resemble a national park. There are many future side benefits. National exposure and increased revenue all down via a clean, energy efficient transportation mechanism. It will also save lives due to less people stranded up the canyon during road closures, it will provide an emergency alternative route up the canyon for people who need care or just need to get up or down the mountain. Again, I fully support the Gondola.

COMMENT #: 421
DATE: 1/5/22 1:56 PM
SOURCE: Website
NAME: Carolyn Blatter

COMMENT:

I've seen trams and gondolas done well. It will provide efficient access in the canyon and reduce pollution and may provide safe transportation when the road are blocked.

COMMENT #: 422
DATE: 1/5/22 2:19 PM
SOURCE: Website
NAME: Suzanne Stensaas

COMMENT:

It is truly sad that this proposal totally ignores people like me who do not downhill ski but use BCC and LCC almost every week in the summer and every two weeks in the winter. I hike, photograph and camp. Those places will not be protected but rather impacted by the proposed expansion. The way too long EIS draft seems designed to hide the issues and bury the fact that current uses and users will be experience a degradation of the environment and the personal experience of this treasure so close to an urban area.

COMMENT #: 423
DATE: 1/5/22 2:27 PM
SOURCE: Website
NAME: Pam Funk

COMMENT:

When corporate or privately owned developments proliferate in the form of recreational properties managed for profit, such as ski resorts, those entities should be responsible for the cost of the improvement to the access roads. This should not be the burden of the public or local tax base.

COMMENT #: 424
DATE: 1/5/22 4:14 PM
SOURCE: Website
NAME: Richard Steiner

COMMENT:

The more the scope of the EIS is tweaked away from dispersed recreation sites (new 4f designations) the more it becomes obvious that this is a boondoggle designed solely to benefit marketing of the ski areas. A gondola, along with limited road side parking, will negatively impact every recreation site in LCC. The quarry trail will no longer have a "woody" feel, the climbing areas will not be accessible to all the winter and summer users as there will be limited parking and no mass transit available, camping area in LCC will be under the towers or in direct view and White Pine TH will not be accessible to the number of people interested in using the three canyons this limited parking area serves. It makes much sense to have an expanded bus system making stops at all these sites. Countless surveys over the years show that most users are dispersed area users and most use is in the summer. A gondola system does nothing to address the most significant use of LCC. Stop the corporate welfare for the ski areas and give traffic solutions for LCC a real fair appraisal that takes into account use factors, accident records and solutions to congestion in and around the gondola stations.

COMMENT #: 425
DATE: 1/5/22 4:36 PM
SOURCE: Website
NAME: Nanette Hosenfeld

COMMENT:

I am adamantly opposed to the gondola and the road widening proposals. The reservation system at Snowbird last year and Alta this year have seemed to alleviate many of the issues in little cottonwood canyon. I think that it is important to understand the capacity of the canyons before pursuing options that deliver an unlimited number of visitors.

COMMENT #: 426
DATE: 1/5/22 5:20 PM
SOURCE: Website
NAME: Douglas Vogeler

COMMENT:

snowbird cant get the mountain open as it is.adding 1000 skiers an hour to an already over crowded mt. and nothing open is disastrous!

COMMENT #: 427
DATE: 1/5/22 6:30 PM
SOURCE: Website
NAME: JD Ethington

COMMENT:

Would be nice to get some clarifying information regarding access to the boulders after an alternative is built. I like to climb and have done it in little cottonwood canyon so am somewhat familiar with the area. The information on this website makes it appear that other than the boulders that need to be removed, access to all other boulders will be allowed after an acceptable alternative as been completed. Circulating in the public is information stating that there could be permanent Ariel easements in the area that would permanently prohibit access to the boulders not otherwise removed. I would hope access to the boulders would still be granted and would request better transparency on this issue.

COMMENT #: 428
DATE: 1/5/22 7:16 PM
SOURCE: Website
NAME: Connor Weems

COMMENT:

As someone that has been a member of the LCC community for 30 years I would the plan with the least impact on the canyon. In my opinion, Enhanced Bus Service Alternative would best suite this.

COMMENT #: 429
DATE: 1/5/22 7:52 PM
SOURCE: Website
NAME: Branson Shulz

COMMENT:

Don't build a gondola the only reason I live here is because of the bouldering of little cottonwood

COMMENT #: 430
DATE: 1/5/22 11:12 PM
SOURCE: Website
NAME: Tamara Lazarev

COMMENT:

I have lived at the base of Little Cottonwood Canyon since 2014 and have seen "gridlock" about 10 days a year during ski season. A 30-gondola base station at the mouth of the canyon is not a good solution! Not only is the cost ridiculously high (almost \$600 million dollars of local taxpayers money!?!?) but it will still require a new bus service and an additional 8.3 million to operate?! The gondola is a mode of transportation that most locals will never use (due to it not being necessary most of the time, the cost - especially for large families, and the fact that it will still be much faster for people to take their own car 95% of the time). In addition gondolas are not green! An enhanced "electric" bus service is by far more environmentally friendly and cost efficient. I am 100% AGAINST the gondola for beautiful Little Cottonwood Canyon.

COMMENT #: 431
DATE: 1/6/22 7:21 AM
SOURCE: Website
NAME: Maria Ceamanos

COMMENT:

Please keep the area un disturbed for climbers

COMMENT #: 432
DATE: 1/6/22 8:31 AM
SOURCE: Website
NAME: Patrick Casaday

COMMENT:

For now: I support “adaptive management options” (perhaps a combination of the Tolling and Vehicle Occupancy sub-alternative, with increased bus service during peak hours, and strategically located parking hubs near the Canyons), at least until a Visitor Capacity Study is completed, and more information is available. My reasons:

1. The initial capital costs for the five action alternatives are quite pricey (averaging about \$630 million in “today’s” dollars) - when other issues (education, infrastructure, etc) seem more pressing.
2. These costs will undoubtedly sky-rocket. Example: The Lake Powell Pipeline (approved by the State Legislature in 2006), was initially estimated at \$585 million, and is now estimated by some to cost well over \$2 billion (I’ve heard estimates as high as \$8 billion).
3. How would these capital costs be paid for? How would the people in Kane, Garfield, and Box Elder counties, etc, feel about a state-wide tax that would benefit (essentially) only Salt Lake County?
4. Added to the initial capital costs are the operational, maintenance, and the other “added- on” costs. How much, and who pays?
5. I have skimmed the Revised Chapter 26 and did not anywhere see any mention of a Visitor Capacity Study. How many people can the Canyons accommodate?
6. There is a limit to the number of people we can allow in our Canyons and still maintain watershed and water quality standards. Additional transportation systems should not encourage overuse or use that exceeds visitor capacity.
7. Adaptive management options would help control traffic congestion and save on costs - in the short term - until more is known.
8. Adaptive management options can be scaled back, adjusted, and reversed, whereas the Rail, Gondola, etc, are permanent (i.e once they are in place, they are there - forever).”
9. Adaptive management options can be in place soon, whereas the Rail, Gondola, etc, could be held up for many years due to lawsuits, delays, etc (Example: the Lake Powell Pipeline which (after 16 years) is still not under construction).

I’m not being coached or part of any special interest group. Just a Utah resident trying to make his voice heard.

COMMENT #: 433
DATE: 1/6/22 8:36 AM
SOURCE: Website
NAME: Elizabeth King

COMMENT:

Redesign the road- add Electric only buses and an electric & regular bike lanes separated by planting for summer. No gondola that is a complete money maker for the few and will destroy the canyon. Do the RIGHT thing

COMMENT #: 434
DATE: 1/6/22 8:36 AM
SOURCE: Website
NAME: Kevan King

COMMENT:

No Gondola! Redesign and slow down

COMMENT #: 435
DATE: 1/6/22 8:47 AM
SOURCE: Website
NAME: Nancy Tanner

COMMENT:

No to widening Wasatch and the gondola. I drive Wasatch constantly, during rush hour and other times, and the only time it's backed up are on snow days with cars going up the mountain. Minimal times a year with ease of taking a different route to avoid the back up. Constructing a gondola is spending tax payer money for private industry. Huge gondola towers will ruin the canyon. The gondola idea is all about the money and who gets to get rich and as always, they want the tax payer to pay.

COMMENT #: 436
DATE: 1/6/22 9:57 AM
SOURCE: Website
NAME: Michael Swanicke

COMMENT:

Thank you for considering my comments regarding Draft EIS Revised Chapter 26.

- The Revised Ch. 26 analysis accounting of the visual impacts of the Gondola Alternatives is incomplete, especially beyond resort lodges. The impact would be significant to climbers and other recreators.

- The Revised Ch. 26 analysis still does not appreciate the use and growth of dispersed recreation users.

- Revised Ch. 26 analysis fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. It is assumed the Gate Buttress "climbing area" is located on private land. Section 4(f) applies portions of multiple-use public lands that are designated as or function for significant park or recreation purposes. While the cliff themselves are private property, they cannot be pedantically separated from the surrounding land at the base that is part of the user experience.

COMMENT #: 437
DATE: 1/6/22 11:03 AM
SOURCE: Website
NAME: C Clark

COMMENT:

If you identify only two recreation sites as 4f sites in Little Cottonwood Canyon, that is not accurate. There is a lot of dispersed recreation.

COMMENT #: 438
DATE: 1/6/22 11:07 AM
SOURCE: Website
NAME: Christopher Noble

COMMENT:

While recognition of the Alpenbock Loop and Grit Mill Climbing area as 4(f) recreational resources are appreciated, the Revised Ch.26 analysis fails to include the historical and recreational importance of the 140 acre Gate Buttress climbing area. In fact, both of UDOT's proposals seem to ignore the fact that far more people participate in dispersed recreation throughout Little Cottonwood Canyon on a year round basis than use the two ski resorts. Both proposals have significant negative impacts on that dispersed recreation by seeking to reduce already over-crowded parking areas, and by irrevocably altering the scenic, environmental, and recreational character of the canyon. The tram proposal in particular is an obscenely expensive, harmful and intrusive approach that benefits two resorts and a handful of developers at the expense of all other Utah citizens.

COMMENT #: 439
DATE: 1/6/22 11:25 AM
SOURCE: Website
NAME: Joseph Smithens

COMMENT:

UDOT has written it's own ticket on their EIS.

What total BS. Read no further, Per Section: 26.2.1.4 Approval Options - People need ot understand that UDOT is self-governing. It gives itself granted powers to do whatever the F it wants, it is evident throughout the entire EIS process. There is not even summary of udot's 195 pages presented to public, nothing condensed to give people time to read and decipher within the 30 days of public comment. This lengthy, overly wordy, and intentionally drawn out document is done so purposefully to discourage public response. Public response is a mere gesture formality, of little impact or consequence to UDOT's intention to obliterate LCC and Cottonwood Heights areas with large scale projects will do nothing more than sustain their agency a continued paycheck. The head of UDOT Carlos Braceras needs to step down and get himself checked into a sobriety program. Drinking excessively has obviously eroded his thinking. Gov Cox needs to put UDOT's self-governing power in review, and either place moratorium on this projects advancements or place the project on upcoming ballot for public vote.

There is far too much private interest steering this project, that has influenced UDOT's ability to make unbiased studies or reports. UDOT will be claiming to solve a traffic problem at the expense of destroying natural resources and public property, all on public's dime. No study that gives UDOT power to degrade the future of public lands and resources should even be considered factual. They write their own script, and give themselves power. They are not held accountable to anyone ,and governor Cox is a push-over to allow this to happen. In past gov Herbert was no better, he is good friends with Carlos, head of UDOT. The state needs to demand UDOT employee independent analytics agencies, and derive at sound metrics on the impact of their EIS. Right now the state gives UDOT power to tell people they know what it best for you, and they devise studies to suit their agenda. UDOT is nothing more than another example of civic corruption. Contrary to UDOT's vision of themselves, they do not know what is best for planning for communities in for future, they are not qualified to make those decisions. They have been given far too much eighn on matters out of the scope of road building. Yes, UDOT is a road building agency for the state, not near the a grand scale planning agency they seem to hold themselves out to public as. Would you let your plumber fix your broken leg? This entire EIS process is nothing more than a smokescreen, and private investors milking public dollars, in a play for big money. For UDOT it serves to secure their future and their paychecks.

The cog rail acquisition area completely undermines the intent to protect public lands that the city of Cottonwood Heights recently purchased with public money and grants, for said purpose of protecting those lands as open space. Though, it was speculated at the time funds were being solicited for this parcel that Cottonwood Heights was making this purchase on behalf of UDOT. Using public money Cottonwood heights enabled UDOT to move forward with it's cog rail train alternative plan. The corruption of udot as a state agency is staggering. UDOT as a state agency should be under investigation for fraud and misuse of public tax dollars.

COMMENT #: 440
DATE: 1/6/22 11:53 AM
SOURCE: Website
NAME: David Rothstein

COMMENT:

I think it's ridiculous that hundred million dollar options are being considered before the option of adding more busses is tried. Before irreparably changing the canyon, options such as adding a toll to encourage public transportation and increasing bus numbers should be considered."

COMMENT #: 441
DATE: 1/6/22 12:00 PM
SOURCE: Website
NAME: Babak Gilbert

COMMENT:

I would like to disagree with the proposal to build a gondola or widen the roads in Little Cottonwood Canyon. Aside from exorbitant costs (likely to taxpayers), the damage of the surrounding environment alone would impact tens of thousands, if not more, of people that enjoy the peace and serenity of the outdoors. There isn't just one aspect that makes the outdoors great, it's a combination of many things. People don't go to the library to read simply because it's quiet: the seating accommodations invite a more peaceful time, there are desks if you need to study, and there are books and resources available that make your experience better. The outdoors is no different. To justify an expensive gondola just because it'll be a "quiet" means of transportation is ignoring every other facet of what makes the outdoors great. In addition, climate change is here and affecting the Wasatch in more than one measurable ways. Snowpack here has been on the decline since the 1950s and the trend shows zero signs of reversal. It would be extremely shortsighted to spend more than half a billion dollars on a gondola to service ski resorts that may not exist in the next few decades.

I implore you to look at other means of transportation such as purchasing electric buses and increasing the number of buses servicing the canyon.

COMMENT #: 442
DATE: 1/6/22 12:14 PM
SOURCE: Website
NAME: Ken Shifrar

COMMENT:

I do not support either Gondola A or Gondola B alternatives. I do not support Cog Rail alternative. Fix the current roadway and use The Enhanced Bus Service in Peak-period Shoulder Lane Alternative. I'm tired of Utah's high taxes being used for private businesses. Tax the end user ski resorts for the demand they create!

COMMENT #: 443
DATE: 1/6/22 12:53 PM
SOURCE: Website
NAME: Ryan Pilstl

COMMENT:

I think that needs to be more 4f designations given to area within the little and big cottonwood canyons to he protect these areas.

Thanks

COMMENT #: 444
DATE: 1/6/22 1:39 PM
SOURCE: Website
NAME: Ethan Campbell

COMMENT:

I'm writing about UDOT's proposed transportation alternatives in Little Cottonwood Canyon and the risk they pose to non-resort users, such as climbers and hikers. UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling.

UDOT's transportation proposals are only a partial solution, serving only resort users in the canyon. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers. UDOT's proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring these groups.

Both of UDOT's proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement.

UDOT's proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year.

UDOT's transportation proposals serve only those traveling to resorts, leaving all other canyon users behind. In addition, the proposals threaten world-class climbing resources that we are known for! This climbing resource is a virtually free public good which everyone may enjoy regardless of income. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.

Sincerely,

Ethan Campbell
Salt Lake City, Utah

COMMENT #: 445
DATE: 1/6/22 2:19 PM
SOURCE: Website
NAME: Mitchell Klein DDS

COMMENT:

As an admirer of the splendor of the Alta ski resort I am certainly biased to protect its natural resources. In the last few years I've noticed a significant increase in Skiers and frankly it seems to be unsupportable in terms of maintaining the quality of the skiing and the magnificent ambience of the area. The smaller you keep the footprint and the less you encourage increased numbers the better. The Gondola proposal is clearly a boondoggle and it would be revealed as such. Sincerely, Mitchell

COMMENT #: 446
DATE: 1/6/22 4:50 PM
SOURCE: Website
NAME: Richard Tanner

COMMENT:

As an avid skier and hiker, charge the heck out of people for private vehicle access during the winter and summer if need be. Operate continuous electric shuttle buses. No gondola, no cam railway. No corporate welfare. At the rate we are trashing the climate the won't be enough snow to ski on in the future anyway.

COMMENT #: 447
DATE: 1/6/22 5:04 PM
SOURCE: Website
NAME: Miranda Oliver

COMMENT:

I do NOT think we should have gondolas. I am really concerned at the impact this will have on our beautiful mountain range and do not think it's worth the use case for one season of the year.

COMMENT #: 448
DATE: 1/6/22 5:07 PM
SOURCE: Website
NAME: Katelyn Mendel

COMMENT:

NO to the gondola. The problem and this solution do not match up. The damage and risks the gondola outweigh's and slight benefit it could possibly bring. The historic glacier paved mountains are historic and a natural phenomenon. The massive structural building project strips that all away. This is not a reasonable tax payer expense. The outdoor community, culture, and surrounding neighborhood homes will be hurt and impacted in negative ways. This is unnecessary and irresponsible. The only thing that should be talked about is how to preserve the canyon and not build and change the nature of the mountain. Many beautiful and famous nature roads will function with a two lane windy scenic route like road to Hana, Zion National park and countless others. This plan is uninspiring, irresponsible, and disappointing. It will have consequences we can not take back.

COMMENT #: 449
DATE: 1/6/22 5:14 PM
SOURCE: Website
NAME: Mitchell Klein DDS

COMMENT:

Udot- As a devoted fan of Alta I take these proposals to heart. I have experienced many ski areas around the country and I keep returning to Alta. There's something unique here. A combination of excellent conditions and a ski mountain that has developed in a healthy manner. The proposal of a gondola contradicts the survival of the current ski mountain. At best it will convert Alta to a local skiers mountain. The increased congestion on the mountain is palpable to those of us experienced in the past. Increasing the size of the footprint of the ski area and it's support system Will lead to Alta becoming another of the mega ski mountains.
Sincerely mitchell

COMMENT #: 450
DATE: 1/6/22 5:21 PM
SOURCE: Website
NAME: John Knoblock

COMMENT:

LCC EIS Team- I reviewed the 4(f) analysis and concur with your findings. Your detailed review identifies and analyzes the potentially impacted recreation facilities. Generally, although there are potential impacts, the project options have de minimis impact to recreation facilities. Although there have been wide claims of serious impact to rock climbing recreation, it appears to me that this recreation will go on unimpeded by transportation improvements in LCC. The possibility of a passenger in an overhead or adjacent gondola merely viewing the rock climbers certainly does not prevent that recreation any more than current observers from trails, trailheads, or the highway and therefore is a de minimis impact. Likewise, other recreational opportunities would only have de minimis impacts from transportation improvements under consideration. My only significant concern that should be addressed in the detailed engineering is the safety of road bicycling through the proposed avalanche sheds. Adequate lighting and ventilation need to be put in place to ensure that bicycle recreation on the road remains safe.

COMMENT #: 451
DATE: 1/6/22 5:36 PM
SOURCE: Website
NAME: Nicholas Leira

COMMENT:

One of the reasons I was excited to move to Salt Lake City was the great climbing that could be found near by. This is heart breaking.

COMMENT #: 452
DATE: 1/6/22 6:17 PM
SOURCE: Website
NAME: Mike Lyons

COMMENT:

An absolute no to the gondola option. I have been a resident of slc for 40 years and used little cottonwood extensively for recreation. The climbing is still world class but the skiing experience has been degraded by over use and a relentless pursuit of profits over experience. I greatly favor the bus option as it is much cheaper and does not affect the beauty of the canyons. I will take years to build the gondola while buying busses and setting up more pickup options would be quicker and less expensive. The gondola only provide value to tourist and does not even solve the problem. where is everyone going to park ? I respectfully request that you implement the buss service. IF it does not work well then maybe you could retry the gondola and then u would have the busses to get people to the gondola.

COMMENT #: 453
DATE: 1/6/22 7:16 PM
SOURCE: Website
NAME: Derek Larsen

COMMENT:

Please do not destroy the multiple rock climbing venues up and down LCC. Creating a toll at the mouth of the canyons will serve to slow the traffic into the canyon without destroying the legacy climbing areas. There needs to be more study and better options than the current two solutions which only serve the clients of the resorts.

COMMENT #: 454
DATE: 1/6/22 7:29 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

It seems incomprehensible that the first line of action would be to build a gondola or widen the road before even enforcing traction laws or increasing bus service. I SUPPORT A PHASED APPROACH!!!

COMMENT #: 455
DATE: 1/6/22 7:31 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

The public who depend on the watershed should be considered stakeholders. Also, climbers ARE STAKEHOLDERS! Not just those who stand to gain financially. Implement a phased approach!!

COMMENT #: 456
DATE: 1/6/22 7:32 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

The revised chapter does not consider that climbers should be considered as stake holders! I support a phased approach. Do not build a gondola this will not have a de minimis impact!

COMMENT #: 457
DATE: 1/6/22 7:54 PM
SOURCE: Website
NAME: Matthew Colemere

COMMENT:

The proposed gondola will ruin this canyon and hurt access and the beauty that exists. It benefits only the resorts at the cost of the people, which is a massive mistake. There are better options here, and I truly hope the gondola doesn't come to be. Thank you.

COMMENT #: 458
DATE: 1/6/22 10:11 PM
SOURCE: Website
NAME: Rosane Coleman

COMMENT:

Rather than putting in the gondola or widening the road, encourage more frequent use of electric buses and toll roads. Widening the road or Gondola creates a loss of iconic boulder problems that are renowned worldwide, as well as hiking trail heads that will either be lost or moved. We need to preserve our canyons, please do not destroy the beauty of Little Cottonwood Canyon by erecting an unsightly gondola. Or destroying iconic rock formations that are part of climbing's history by widening the road.

COMMENT #: 459
DATE: 1/6/22 10:27 PM
SOURCE: Website
NAME: Ryan Schmitt

COMMENT:

I am advocating for a less impactful alternative: [expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling.

UDOT's transportation proposals are only a partial solution, serving only resort users in the canyon. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers. UDOT's proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring these groups.

Both of UDOT's proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement.

UDOT's proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year.

UDOT's transportation proposals serve only those traveling to resorts, leaving all other canyon users behind. In addition, the proposals threaten world-class climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would ruin the climbing experience for everyone. Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role in the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.

Sincerely,
Ryan Schmitt

COMMENT #: 460
DATE: 1/7/22 7:46 AM
SOURCE: Website
NAME: Jonathan Vickers

COMMENT:

Ok, so my biggest problem with the proposed ideas is with the Gondola. I think such an expensive and permanent piece of infrastructure is premature and short sighted. It both rushes a BIG solution before trying other means (fees, carpool enforcement, increased bussing etc.) and never mentions the fact that we are trending to not have any snow in years to come. Of course the gondola is a nifty engineering solution to moving people, but do we even want more people up there everyday to make more money for resorts? I sure don't! I'd rather people pick their days wisely, carpool and use that money to finance climate control initiatives aimed at ensuring we have snow. Why shouldn't we charge people to park up there, then the resorts can fund a better busing system with their increased profits. The resorts should fund a new better system that has the lowest impact on the canyon's user groups and the community of Salt Lake if they want more clients and other options must exist and be tried before we build huge landscape altering things. If we have money to build, maybe we should use that money to reduce emissions, both helping the air and making an effort to return our planet to something healthy that had snow before pumping more people into the outdoors!

COMMENT #: 461
DATE: 1/7/22 8:29 AM
SOURCE: Website
NAME: Jonathan Vickers

COMMENT:

Ok, so my biggest problem with the proposed ideas is with the Gondola. I think such an expensive and permanent piece of infrastructure is premature and short sighted. It both rushes a BIG solution before trying other means (fees, carpool enforcement, increased bussing etc.) and never mentions the fact that we are trending to not have any snow in years to come. Of course the gondola is a nifty engineering solution to moving people, but do we even want more people up there everyday to make more money for resorts? I sure don't! I'd rather people pick their days wisely, carpool and use that money to finance climate control initiatives aimed at ensuring we have snow. Why shouldn't we charge people to park up there, then the resorts can fund a better bussing system with their increased profits. The resorts should fund a new better system that has the lowest impact on the canyon's user groups and the community of Salt Lake if they want more clients and other options must exist and be tried before we build huge landscape altering things. If we have money to build, maybe we should use that money to reduce emissions, both helping the air and making an effort to return our planet to something healthy that had snow before pumping more people into the outdoors!

COMMENT #: 462
DATE: 1/7/22 8:36 AM
SOURCE: Website
NAME: Laura Parker

COMMENT:

No Gondola!

COMMENT #: 463
DATE: 1/7/22 9:20 AM
SOURCE: Website
NAME: Chris Riggle

COMMENT:

Please don't be swayed by the money coming from those developers and investors to build the gondola. I am totally against having those monstrosities put in our narrow canyon, especially since it will be paid by our taxpayers, many of whom will never use it. Rethink what can be done with buses but not widening the road which will impact our already low water.

COMMENT #: 464
DATE: 1/7/22 9:40 AM
SOURCE: Website
NAME: George Wilson

COMMENT:

Please don't destroy our climbing areas, Just to impact the Nature dramatically so you can have some more money. It's dumb

COMMENT #: 465
DATE: 1/7/22 9:46 AM
SOURCE: Website
NAME: Jessica Karz

COMMENT:

Before you do any of these destructive options to little cottonwood canyon, you should take note that the resort parking reservations seem to be helping the canyon traffic. I have noticed a significant decrease in traffic this season with Altas parking reservation system. Do not destroy our climbing that has been around for decades. There are clearly other alternatives that can be done without significantly altering our canyon. Consider a parking garage and resort dedicated bus shuttles, etc. Please do not alter our canyon!

COMMENT #: 466
DATE: 1/7/22 10:01 AM
SOURCE: Website
NAME: William Dietz

COMMENT:

The natural beauty of our canyons and the disproportionate economic benefit to large companies rather than the public are both reason enough on their own to make a gondola in little cottonwood canyon a non-starter. Busses should be given preference and more busses should be running during the winter, along with avalanche tunnels as appropriate to allow people to enjoy the outdoors without leaving an undue stain on it.

COMMENT #: 467
DATE: 1/7/22 10:04 AM
SOURCE: Website
NAME: Chris Hofer

COMMENT:

This plan is not sustainable in any way and to add additional users to an already overflowing canyon next to a metropolitan population (SLC) has a complete disregard for other user groups of the canyon. This seems to be in part to the Ski industry boom/bust tactics. There are multiple (Climbers, Hikers, Mountain Bikers, etc) user groups being left in the dark on this expansion. The removal of classic rock climbs that have been the crown jewel of Little Cottonwood Canyon since the 1980's will be no longer. Put yourself in the shoes as a user of these spaces and tell me how you would feel if someone was wanting to demolish your favorite spot. You would be up in arms unless someone was filling your pockets with cash at every turn. Please, Do Not allow this UDOT expansion occur for the sake of rich people wanting to get to the Ski hill faster!

Thank You!

Sincerely,

Chris Hofer

HMH Outdoors (Owner)

COMMENT #: 468
DATE: 1/7/22 10:23 AM
SOURCE: Website
NAME: Kevin Moffatt

COMMENT:

I think some of the assumptions regarding climbing impact used for both the widening of the road and introduction of the Gondola are incorrect or incomplete in the revised draft. For the roadway widening, considering individual boulders to be insignificant to the climbing in the area neglects that some boulders may be more popular or have a significance in the climbing culture. Additionally, widening the roadway, making boulders closer to the road, will increase noise (and burning brake smell) worse in all seasons, not just winter. Even if buses are not using the extra lane, the decrease in trees and other noise blockers that exist in the natural environment will make climbing areas more exposed to roadway noise. Moving cars one lane over in the non-winter seasons does not reduce noise, so any impacts will not be seasonal. For the Gondola, the analysis "assumes that the gondola easement would result in a direct use of land under the cables". This is a dangerous assumption, as access needed to the cables could impact climbing areas, even if it does not directly impact the boulder itself. Changes to the landscape around boulders can change the entire environment, especially if trees and shade are removed. I also believe the gondola causes a much greater than de minimus impact to all areas of Little Cottonwood due to the aesthetic aspect. The granite walls and view into the valley for the canyon would be negatively impacted by a gondola.

COMMENT #: 469
DATE: 1/7/22 10:42 AM
SOURCE: Website
NAME: Kinde Nebeker

COMMENT:

Thank you for evaluating the Alpenbock Loop Trail and Grit Mill Trail and its climbing opportunities as a single Section 4(f) recreation resource in this updated revision.

However, many issues still remain. The impact of a Gondola transportation system up Little Cottonwood Canyon on the Gate Buttress climbing area is de maximus - degrading the view shed significantly, increasing the type/quality of noise, and negatively impacting the general aesthetic and natural assets of this climbing area.

Transportation options for climbers and other dispersed users are not provided for in this proposal. The focus and privilege of our ski resorts, valued as recreational income for the State of Utah, is blinding us to the devastation these proposals will incur on one of the most beautiful canyons in the state.

COMMENT #: 470
DATE: 1/7/22 10:55 AM
SOURCE: Website
NAME: Lisa Bell

COMMENT:

SLCA is advocating for a low-impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

-UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting) dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.

-UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.

-UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.

-UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)

-UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year.

Little Cottonwood Canyon is a local treasure that is enjoyed by an international and local community. Acting to destroy areas that a community loves for one group's use for 30 days is a short-sighted mistake with devastating and irreversible consequences.

COMMENT #: 471
DATE: 1/7/22 10:57 AM
SOURCE: Website
NAME: Mikael Mrotek

COMMENT:

SLCA is advocating for a low-impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

-UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting) dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.

-UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.

-UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.

-UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)

-UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year.

Little Cottonwood Canyon is a local treasure that is enjoyed by an international and local community. Acting to destroy areas that a community loves for one group's use for 30 days is a short-sighted mistake with devastating and irreversible consequences.

COMMENT #: 472
DATE: 1/7/22 11:03 AM
SOURCE: Website
NAME: Mark Bell

COMMENT:

TRANSPORTATION

WHAT SLCA IS ADVOCATING FOR

SLCA is advocating for a low impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

- UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting)

dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.

- UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.

- UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.

- UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)

- UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year."

COMMENT #: 473
DATE: 1/7/22 11:05 AM
SOURCE: Website
NAME: Kevin Lockwood

COMMENT:

Only the Enhanced Bus Service is acceptable as it does not impact the Alpenbock Loop and Grit Mill Climbing opportunities area.

Any alternative that impacts these resources is not acceptable.

All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.

The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement.

Relocating boulders as a potential mitigation measure for roadway widening is not acceptable.

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made.

COMMENT #: 474
DATE: 1/7/22 11:08 AM
SOURCE: Website
NAME: Thomas Kocheck

COMMENT:

TALKING POINTS FOR LCC TRANSPORTATION

WHAT SLCA IS ADVOCATING FOR

SLCA is advocating for a low impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

ADDITIONAL TALKING POINTS

- - UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting)

dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.

- UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.

- UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.

- UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)

- UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year."

COMMENT #: 475
DATE: 1/7/22 11:13 AM
SOURCE: Website
NAME: Raynera Mrotek

COMMENT:

TALKING POINTS FOR LCC TRANSPORTATION

WHAT SLCA IS ADVOCATING FOR

SLCA is advocating for a low impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

ADDITIONAL TALKING POINTS

- - UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting) dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.

- UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.

- UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.

- UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)

- UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year."

COMMENT #: 476
DATE: 1/7/22 11:21 AM
SOURCE: Website
NAME: Delena Nielsen

COMMENT:

"Okay so I grew up in Sandy. I've been recreating in little cottonwood for all my 45 yrs. I trail run, I rock climb, I bike and I ski and snowshoe. Its safe to say Im looking at this from all sides fairly. I know UDOT makes the least amount of money on no changes but we do not need more access to the mountains. A freeway up little cottonwood would ruin it. This is a watershed. I was there running in the storms this summer that flooded the road. This is an unstable and uncontrollable environment. Were constantly trying to control. Making soil anymore unstable is unwise. I do not want a tax payer sucking goldola only to serve the minority. The whole thing frustrates me because we really just need to get the cars completely out of the canyon.

Real question? Why is the train going to knock out the climbing area? That makes no sense. It cant just go up the road and only widen trailheads? Whos dumb idea was that to make it unappealing? Its a train and it doesnt need to widen the road if you take most the cars off of it. It makes sense to widen trail heads for buses or trains. Heres the thing though. This needs to be year round. We almost have a red snake in the summer too. Do yeah, limit occupancy not building a freeway up there. Charge fees to go up and only permits and residents get to drive. I dont mind buses but its not a lasting solution. Trains coming all the way from the frontrunner would be. Gravel pits wherever but away from the mouth of the canyon. Im all for a train. It can make alot of stops, could be year round, work well in snow but fix what you did with it widening over the climbing areas. I am not for any kind of widening the roads. Take all the cars out of the canyon. Heck Im for buses and trains just no widening except trailheads for drop off stations. It works in zions so yeah. The trax lines worked out better then we thought. Just saying udot makes less money but we keep the canyon. As far as the snow sheds go I think their inevitable just please paint the top roof to blend unseen from above, because they sound like a major eyesore. Thank you for listening.

COMMENT #: 477
DATE: 1/7/22 11:58 AM
SOURCE: Website
NAME: Darryl Korf

COMMENT:

In order to alleviate traffic through Cottonwood Canyon, UDOT is proposing two alternatives which clearly and blatantly fail to include the most obvious, basic, cost-effective, sustainable, and environmentally friendly alternative: increasing the use and availability of bussing by using the existing infrastructure. Such an oversight should be grounds for immediate disqualification of this process. This process has been wildly successfully implemented in another similarly popular canyon in Utah, namely Zion Canyon, to alleviate traffic, reduce the need for new physical alterations to the landscape, improve user experiences, and reduce impacts to the natural environment.

Independent of the preceding, both proposed alternatives produce grossly unacceptable impacts to multiple recreational user groups through the severe degradation of unobstructed open space, unobstructed views, and undamaged natural features of the canyon. Of primary note, the proposed alternatives would cause the unalterable destruction of finite boulders for rock climbing. This is a particularly embarrassing oversight as climbing is a new Olympic sport, climbing's official Olympic training center is in Utah, and the inaugural Olympic silver medalist is native to Utah. The effect of the two proposed alternatives has a similar effect on the climbing community as damming a whitewater river has on the whitewater kayaking community. The primary difference here is that there are obvious alternatives and that the benefit applies only to recreation and not to essential services.

Utah has recently become a pioneer in making horrendous decisions surrounding precious recreational and cultural resources with devastating economic impacts following from public backlash, such as the Outdoor Retailer Show relocating to another state. While this project gives Utah the opportunity to continue to be the country's worst example of stewardship for recreational resources, I would recommend that the State consider all viable alternatives and to avoid all of the proposed alternatives.

COMMENT #: 478
DATE: 1/7/22 12:25 PM
SOURCE: Website
NAME: Mike Bangerter

COMMENT:

Protect the climbing areas in Little Cottonwood! The public shouldn't be funding a project that is only going to benefit Snowbird and Alta anyway!

COMMENT #: 479
DATE: 1/7/22 12:42 PM
SOURCE: Website
NAME: Sarah Hill

COMMENT:

Why jump into a gondola, a permanent, expensive, very impactful solution, when other more reasonable ideas have not yet been tried? It seems a lot like having surgery to fixate a broken bone that could be easily treated with a cast. Seems like a poor escalation of resources and ideas.

COMMENT #: 480
DATE: 1/7/22 12:58 PM
SOURCE: Website
NAME: Tyler Stern

COMMENT:

Improving the bus system and encouraging its use should be first priority over expanding roadways in this beautiful natural area, which attracts tourists from around the world.

COMMENT #: 481
DATE: 1/7/22 2:14 PM
SOURCE: Website
NAME: Cole Paiement

COMMENT:

While better than the original draft, none of the solutions are ideal by any means. Skiing only accounts for a fraction of the traffic in the canyon and these solutions are to a problem that only exists a few days each winter. LCC is a valuable resource to the climbing community and this community is growing exponentially as Salt Lake becomes a hub of the climbing community in the US. ANY destruction or restriction of rock climbing in the canyon is unacceptable.

COMMENT #: 482
DATE: 1/7/22 2:17 PM
SOURCE: Website
NAME: Lindsey McGuire

COMMENT:

I am a resident of SLC and an avid outdoor climber. I, along with countless others, adore and utilize LCC heavily all year round. The revised Chapter 26 is appreciated in the fact that some climbing resources have been acknowledged, however, the revision still is inadequate and heavily overlooks many other important factors. The negative impacts associated with the plan such as it's permanent visual and physical destruction of the canyon, prolonged construction, removal of beloved boulders, and heavy expenses are far too severe and irreversible to be condoned. I believe the plan at hand should be a last resort, not the first step of action towards the goal in mind. Even though the plan now recognizes several climbing areas as recreational, implementing either strategy will still have major damage to climbing and other recreational resources. I don't see why it would hurt to even attempt a less invasive approach such as tolling, metering, reservation systems, incentivizing carpooling, improving current public transit, or other methods of limiting the high volume private vehicles in the canyon. Please take a step back and think of the devastating effects this plan will have before taking action that cannot be reversed. The entire outdoor community of Salt Lake City will be negatively affected by this plan, even with its revisions. We live here because we love the mountains - please don't destroy them.

COMMENT #: 483
DATE: 1/7/22 2:19 PM
SOURCE: Website
NAME: Matthew Rawlings

COMMENT:

As a resident of Salt Lake City, I feel that my opinion should be heard since I traffic Little Cottonwood Canyon frequently. Even with the revision of this plan, it seems like the new proposal is still unwarranted, unneeded, and unwanted. Spending hundreds of millions of dollars on a project that will take several years to complete is not something that should be taken lightly. Especially since this project can be avoided by improving other ways of transportation of the canyon such as an electric bus system. The beneficiaries of this preposterous project are limited to guests of the ski resorts. Which is silly because there are dozens of other activities that should be taken into consideration. Little Cottonwood Canyon is known for its world-class rock climbing. People travel from all over the world and the country to experience the amazing granite of Little Cottonwood Canyon. Projects such as this would take away from that experience and detract from its wholesome value. climbing has been around for decades and has recently been excepted as a sport in the Olympics. Currently Salt Lake City has three massive indoor rock climbing gyms with more being built as we speak. Each year more and more climbers are migrating to Salt Lake City because of its world class outdoor climbing. As a resident of Salt Lake City I say no to this plan. As I tax payer I say no. And as I climber I say no. Please consider the devastating impact this plan will have on things other than just trying to cram more skiers up the mountain.

COMMENT #: 484
DATE: 1/7/22 2:37 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

De minimis impact would involve a phased approach that takes climate change and climbing into account. I oppose both preferred alternatives and especially a gondola. This option will have the MOST impact not de minimis because it will direct traffic to the bottom of the canyon and allow cars up the canyon still.

COMMENT #: 485
DATE: 1/7/22 3:32 PM
SOURCE: Website
NAME: Dylan Connole

COMMENT:

As member of the outdoor community and someone who works as a guide I'm very concerned with the impacts of the EIS, especially the changes in chapter 26 on the nature of the canyon. We need to preserve the open recreational areas.

COMMENT #: 486
DATE: 1/7/22 6:53 PM
SOURCE: Website
NAME: Richard Gordon

COMMENT:

Do not install gondola or road expansion! This is a detrimental to many users of the canyon permanently. Please increase bus schedule and make it more accessible. We need to save the beauty of the canyon for all user groups to enjoy!

COMMENT #: 487
DATE: 1/7/22 7:30 PM
SOURCE: Website
NAME: Henry Blair

COMMENT:

Little Cotton Wood is home to some of the most popular and widely used climbing in Utah. Expansion of roads and gondolas expanding traffic for the minority usage of the resort while negatively impacting climbing, hiking, backpacking and running is crazy. Doing these expansion destroys hundreds of classic climbs in the area while introducing industrialization and traffic to the area. Please protect these natural areas and keep them natural. We dont need to improve on nature here.

COMMENT #: 488
DATE: 1/8/22 6:35 AM
SOURCE: Website
NAME: Ralph Correia

COMMENT:

You cannot continue to be so narrow minded about this area and actually all areas. You see \$\$ not people. There needs to be quiet places, even if your not a climber. Respect the resource. Respect the people who actually love this land and use it and contribute. If you spend all that money to bring more people we both know taxes won't go down, fees won't go down, crowds will grow...be responsible. Set the example for others. Leave this area alone.

COMMENT #: 489
DATE: 1/8/22 8:14 AM
SOURCE: Website
NAME: Katelyn Mendel

COMMENT:

The revision of the plan of noting significance of climbing and other recreational activities through the Alpenbock and Grit Mill Climbing study of the areas it will affect is much further into people's homes. I recently purchased a home in the studied area due to the stunning scenic untouched views of the Mountains. This is what people actually want. People are moving from large cities not to see more deconstruction of Mother Nature's beauty. A ride on gondola would have short term benefits of something people would not care to experience more than a couple times. The permanent nature of this project and to be taken on to solve traffic in peak hours is not enough of a reason. In case of an avalanche, this happens also so infrequently and affects very few people. The sub alternative of adding additional lanes and better bus services up the canyon while creating better parking solutions is ideal in every scenario. I proposed study of the damage to the area seems extremely limited and rushed on the results.

COMMENT #: 490
DATE: 1/8/22 8:20 AM
SOURCE: Website
NAME: Zach Niemeyer

COMMENT:

I appreciate you making the effort to analyze the impact of the draft alternatives on the climbing resources. However, climbing exists at more than just the base and would be affected all throughout the canyon. The fact remains that there are less destructive options that have not been tried, such as tolling and bussing with sufficient support. Currently, tolling has been implemented by the ski resorts. There has been pushback, but there has also been success in moving more people toward the ski bus. Increasing the number of busses running would allow more people to use the busses and could be more flexible for non-resort uses. Before major changes are made to the canyon, please try to implement non-destructive solutions.

COMMENT #: 491
DATE: 1/8/22 9:01 AM
SOURCE: Website
NAME: Michael Goltsov

COMMENT:

Hello, as a recent transplant to SLC, I have been constantly in awe of the natural beauty that surrounds this city - Little Cottonwood Canyon being no exception. It was disheartening to hear that either a gondola or road expansion was being planned to simply mitigate ski traffic, that I read was estimated to affect the canyon 30 days of the year. The initial cost of 500 million in construction, and the permanent alteration of the spaces used for a myriad of other recreation year round seems like a short sighted approach to address a singular issue in a place that needs year round access to all of that recreational potential.

COMMENT #: 492
DATE: 1/8/22 11:26 AM
SOURCE: Website
NAME: Robert J. Santholzer

COMMENT:

Hi EIS team,

As an engineering geologist am in support of the gondola. During ski season, use Trax & the skibus. Is UDOT/UTA planning a Trax expansion to the La Caille hub at the mouth of LCC? The Gondola should be accessible via Trax from the SLC airport/downtown. It'd be very practical to have an integrated traffic system for Little & Big Ctnwd Canyons.

Thank you.

Robert J. Santholzer

COMMENT #: 493
DATE: 1/8/22 11:54 AM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I believe de minimus impact on Section 4(f) property is incorrectly evaluated because to be determined as de minimus it is essential that "project would NOT adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f)". Gondola project adversely affects activities and attributes (natural beautiful aesthetic of Section 4(f) property). I STRONGLY OPPOSE THE GONDOLA AND ROAD WIDENING

COMMENT #: 494
DATE: 1/8/22 11:55 AM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

Grit Mill Section 4(f) area will be negatively impacted by the gondola cables and cars overhead, not just precisely the 80ft strip under which the gondola cars fly. Therefore, the gondola will have a greater than de minimus impact on the Section 4(f) property in its entirety. I strongly oppose the gondola and road widening. A phased approach is a better option.

COMMENT #: 495
DATE: 1/8/22 11:55 AM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

To qualify for de minimus impact a section 4(f) property must meet 3 criteria, one of which is “The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource”. It must be clarified how de minimus was determined prior to this section revision and how de minimus will be determined in Final EIS considering opposition from public.

COMMENT #: 496
DATE: 1/8/22 11:56 AM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

The gondola project will have significant negative impacts on Alpenbock Loop/Grit Mill Section 4(f) because the entire property will be greatly visually impacted and aesthetic quality that makes the property a recreation opportunity will be destroyed. "Significance determinations are applicable to the entire property not just to the portion of the property proposed for use by a project" I oppose the gondola and anything that is not a phased approach.

COMMENT #: 497
DATE: 1/8/22 12:06 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I believe greater than de minimus impacts would occur at Tanners Flat campground because of aesthetic destruction and attributes of campground and I am opposed to the gondola

COMMENT #: 498
DATE: 1/8/22 2:15 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

It should be clarified why Historic property NV3 has been determined to have de minimus impact with the gondola when it is not considered a Section 4(f) property as stated it in footnote b of Table 26.5-10.

I oppose the gondola and road widening and support a phased approach

COMMENT #: 499
DATE: 1/8/22 2:19 PM
SOURCE: Website
NAME: Patricia Kimball

COMMENT:

The revised draft is inadequate. By limiting the study area to only 100 ft. on either side of SR240, the draft fails to consider the impacts of the entire proposed gondola alignment as well as the impacts on existing sites such as beloved Tanner Campground, the world-renown climbing and bouldering resources, and the myriad hiking and skiing resources associated with the White Pine trailhead.

It seems to me that UDOT is trying to force the public to accept an ill-conceived, expensive and permanent eyesore, i.e., a gondola plus wider road, instead of a more fair, more thoughtful and less invasive solution. Perhaps a combination of tolling, more buses (eventually electric), carpooling, and mobility hubs spread throughout the Salt Lake valley?

There is so much to lose here if we don't get this right.

COMMENT #: 500
DATE: 1/8/22 2:24 PM
SOURCE: Website
NAME: Patricia Kimball

COMMENT:

I meant SR210. (See response to comment 499)

COMMENT #: 501
DATE: 1/8/22 3:28 PM
SOURCE: Website
NAME: David Rohde

COMMENT:

We need more snow.

COMMENT #: 502
DATE: 1/8/22 5:32 PM
SOURCE: Website
NAME: Willy Chandler

COMMENT:

It is not financially prudent nor environmentally responsible to install a gondola to minimize traffic issues that take place 5-10 days per year. Public money of the required amount would be better spent to solve other social ills. Enhanced bus service, combined with 'tolling' (paid parking), have already proven effective in reducing canyon traffic volumes and could be expanded with increased parking at canyon bases to have a greater impact. The canyon being closed for avalanche mitigation creates a greater impact on local traffic congestion on wasatch blvd than the volume of traffic in the canyon itself. Increased parking at canyon bases paired with enhanced bus service on extant roadways, as well as better management of the types and amount of vehicles accessing the canyon roadways, is a more responsible means of solving the problem of traffic congestion in the canyon and adjacent roadways.

COMMENT #: 503
DATE: 1/8/22 6:42 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

It should be clarified why 51% of the boulders would be removed with the cog rail but “most of the boulders are more than 105 ft from the cog rail tracks” (Table 26.5-12). I am skeptical to the evaluation because 51% is the majority yet “most” of the boulders are not near the cog rail tracks.

COMMENT #: 504
DATE: 1/8/22 6:42 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I believe it should be considered that increasing vehicle sight by straightening roads should increase vehicle speed regardless of posted speed and thus decrease safety relative to not realigning roads. It should be clarified with supporting data why straight roads would be safer than slower and windier roads. Straightening the roads do not accomplish the safety goal of the purpose/need statement.

COMMENT #: 505
DATE: 1/8/22 6:53 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

How the boulders would be relocated in order to minimize harm to this invaluable resource with the Enhanced bus in PPSL and Gondola? This IS GOING TO DEVISTATE OUR CLIMBING AREA. This is not a de minimis impact. I DO NOT SUPPORT THE GONDOLA OR ROAD WIDENING. I SUPPORT A PHASED APPROACH.

COMMENT #: 506
DATE: 1/8/22 6:55 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I believe de minimus impact on Section 4(f) property is incorrectly evaluated because (1) impacted land must be permanently incorporated into transportation facility (2) "UDOT does not know whether land associated with a Section 4(f) property under the cables would be permanently incorporated into a transportation facility". UDOT must determine whether land will be permanently incorporated before stating de minimus impact (26-54).

Additionally, you are considering the stake holders as those who stand to financially gain but you do not consider back country users, climbers, or any other canyon user group who cares about this place. That is incorrect and you should reconsider de minimis impact based on those whos passion and love for this place is at stake, not who will gain money from this decision! I DO NOT SUPPORT THE GONDOLA OR THE WIDENED LANES. I SUPPORT THE PHASED APPROACH!

COMMENT #: 507
DATE: 1/8/22 7:00 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

The gondola is not de minimis impact because it will devastate the canyon for climbers, hikers, back country skiers and it won't serve anyone but those that stand to gain money from it. Those who use the canyon should be considered stake holders not just those that will make money by bringing more people into the canyon. I DO NOT SUPPORT THE GONDOLA.

COMMENT #: 508
DATE: 1/8/22 7:01 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I do not support the preferred alternatives and believe that reasonable measures such as improving the bus system should be considered before constructing in the canyon. I am particularly opposed to the gondola. If UDOT only considers their final 2 preferred alternatives, I believe it is UDOT's responsibility to determine that the Enhanced Bus Service in Peak Period Shoulder Lane to cause the least overall harm compared to Gondola B. This is because the bus service impacts 3 historic properties (IDs 67, 68, 69) that the gondola does not, and one recreation resource (Lisa Falls TH). But, the gondola impacts 4 historic properties (ID 61, 82, 84, NV3) and 5 recreation resources (Tanners Flat CG, LCCreek Trail, White Pine TH, Section 4(f) resources at Snowbird, and those at Alta) that the bus does not.

COMMENT #: 509
DATE: 1/8/22 7:03 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I believe de minimus impact on Section 4(f) property is incorrectly evaluated because to be determined as de minimus it is essential that "project would NOT adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f)". Gondola project adversely affects activities and attributes (natural beautiful aesthetic of Section 4(f) property). I support a phased approach.

COMMENT #: 510
DATE: 1/8/22 7:07 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

De minimis impact means de minimis impact for ALL user groups. This includes climbers and backcountry skiers. I support a phased approach. I DO NOT SUPPORT THE GONDOLA.

COMMENT #: 511
DATE: 1/8/22 9:15 PM
SOURCE: Website
NAME: Taylor Berhow

COMMENT:

I'm a lifeline resident of Sandy. I love it here. I love being able to be in LCC so quickly. I recreate in the canyon via many avenues: hiking skiing, sledding, biking, running, camping, etc. It's really hard to imagine that anyone in favor of this proposal spends time in the canyon doing any of those activities regularly. Really nothing about it seems useful or efficient or like it will successfully move large swathes of people from the bottom of the canyon to the various popular access points. People use the canyon for so much more than skiing. There are crowding issues all year round. There are traffic issues many times of day. I've read the proposal and studied the EIP, and it just doesn't add up. This project will take far too long to deal with the crowding that's happening right now. It would be far more expensive than a number of other solutions (increased busing, for example). And a giant gondola structure would absolutely ruin the serenity and visual sanctity that LCC embodies. This is not the solution! Please go back to the drawing board and consider other more reasonable, tried and true options.

COMMENT #: 512
DATE: 1/8/22 9:17 PM
SOURCE: Website
NAME: Anna Whitmore

COMMENT:

Do not build a gondola system. The canyon is so beautiful and the gondola will take away from the natural beauty of the canyon. Nature is meant to be enjoyed not destroyed.

COMMENT #: 513
DATE: 1/8/22 10:10 PM
SOURCE: Website
NAME: Shulamith Webster

COMMENT:

Little Cottonwood is a sacred place to so many locals here. My kids look forward every week to going up to different spots to climb and explore. My husband climbs LCC weekly as well. Don't ruin the beautiful canyon!

COMMENT #: 514
DATE: 1/8/22 10:28 PM
SOURCE: Website
NAME: Justin Pederson

COMMENT:

At the estimated budget of 500-580 million dollars has UDOT considered other alternative modes of transportation that may have similar or better utility and cost less such as the Boring Company's loop system? There tunneling cost is approximately 10 million/mile. They have an operational system that's currently being expanded in Las Vegas. This system could also "loop" in big cottonwood resorts and perhaps even Park City with 50 miles possible with the proposed budget.

COMMENT #: 515
DATE: 1/8/22 11:41 PM
SOURCE: Website
NAME: Alex Zucca

COMMENT:

I think that the enhanced bus service alternative is the best option. It requires no altering of roadways or natural resources, and is the easiest way to pilot a new option to reduce traffic, accidents, and air pollution in the canyons.

COMMENT #: 516
DATE: 1/9/22 8:07 AM
SOURCE: Website
NAME: Emily Hartmann

COMMENT:

The bus expansion option would be better for the community and environment instead of the gondola. Please do not destroy natural habitat and build an unnecessary gondola. Please improve the current system.

COMMENT #: 517
DATE: 1/9/22 8:07 AM
SOURCE: Website
NAME: Hiram Maynez

COMMENT:

This comment is regarding the revised Chapter 26 that includes impacts the action alternatives have on the protected activities and features or attributes of Section 4(f) recreation resources (Alpenbock Loop Trail and Grit Mill trailheads). These resources are significant to a recreational community and should be preserved and protected for year round use.

Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric (or just enhanced) bus service coupled with tolling and other traffic mitigation strategies must be tried before permanent landscape changes are implemented.

COMMENT #: 518
DATE: 1/9/22 10:32 AM
SOURCE: Website
NAME: Matt Jones

COMMENT:

I am advocating for a less impactful alternative: expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling.

COMMENT #: 519
DATE: 1/9/22 10:45 AM
SOURCE: Website
NAME: Maciej Mrotek

COMMENT:

TALKING POINTS FOR LCC TRANSPORTATION
WHAT SLCA IS ADVOCATING FOR

SLCA is advocating for a low impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

ADDITIONAL TALKING POINTS

TALKING POINTS FOR LCC TRANSPORTATION
WHAT SLCA IS ADVOCATING FOR

SLCA is advocating for a low impact, fiscally responsible transportation that serves all canyon users year-round. An enhanced bus system and traffic mitigation measures such as tolling should be implemented before permanently altering Little Cottonwood Canyon.

ADDITIONAL TALKING POINTS

- - UDOT's preferred transportation alternatives for traffic mitigation in Little Cottonwood Canyon (LCC) - a gondola or roadway widening - are costly proposals that threaten LCC's unique natural aesthetic and health while failing to serve (and negatively impacting) dispersed recreators such as climbers, hikers, trail runners, and backcountry skiers and snowboarders.
- UDOT's proposals are designed to only mitigate wintertime traffic issues, when access to and transportation within the Canyon is a year-round need.
- UDOT's proposals are designed to serve only those traveling to ski areas at the top of the Canyon, thereby ignoring the needs of other user groups (e.g. climbers, hikers, trail runners, backcountry skiers and snowboarders) who use the Canyon for dispersed recreation, most of which take place in the lower half of the Canyon.
- UDOT's proposals are high-impact, permanent infrastructure projects that undermine the natural environment of LCC with additional noise and visual impacts, erosion, and water pollution. (Imagine a series of 200ft tall gondola towers marching up the Canyon or the water quality impacts of widening S.R. 210.)
- UDOT's proposals are fiscally irresponsible, spending \$500 million in initial construction costs for infrastructure meant to mitigate ski traffic an estimated 30 days out of the year."

COMMENT #: 520
DATE: 1/9/22 12:38 PM
SOURCE: Website
NAME: Will Romano

COMMENT:

I am still opposed to any proposed actions that expand the roadway or lead to the construction of a gondola. Little Cottonwood is a fragile ecosystem that will be severely disrupted by either action and I fail to see why the taxpayer should be on the hook for congestion mitigation that only serves to benefit privately owned ski resorts. Privileging ski resorts and resort skiers, many of whom do live locally, at the expense of all other canyon users is distinctly unfair proposition.

COMMENT #: 521
DATE: 1/9/22 1:03 PM
SOURCE: Website
NAME: Dylan Cray-Kaden

COMMENT:

Please do not build a gondola or widen the road to the point where it impacts the climbing and other recreational activities of LCC. Maybe a better bus system/restricting traffic on peak days would be better. I don't think the gondola would do much to alleviate the traffic anyway. My concern is that a large-scale construction project would not only ruin recreation in the canyon for others, while just generally being an eyesore, but would also not solve the issue it was meant to solve.

COMMENT #: 522
DATE: 1/9/22 1:11 PM
SOURCE: Website
NAME: Amanda Cangelosi

COMMENT:

Please do not build a gondola in Little Cottonwood Canyon. The gondola will make LCC ugly, unappealing, noisy, and inequitable with respect to user group diversity. The gondola will be detrimental to the climbing and hiking communities, negatively impacting user experience and accessibility. The 4(f) designations that have been established should be taken seriously, and I believe the Gate Buttrass area is also deserving of the 4(f) designation. The gondola would be a devastating, irreparable mistake and short-sighted environmental disaster, serving only wealthy ski-resort-goers for a short duration of the skiing season; it is not worth the negative impacts to the broader local community--the wider range of users beyond resort-goers (who are not representative of the larger community)--and iconic canyon aesthetics. Little Cottonwood Canyon's beauty--and what it offers by way of hiking and climbing near the roadside--was a major factor in my decision to reside in Salt Lake City; the gondola will ruin that for me and my recreational/social community.

COMMENT #: 523
DATE: 1/9/22 1:20 PM
SOURCE: Website
NAME: Adam Johnson

COMMENT:

Enhance bus service during peak times!!

COMMENT #: 524
DATE: 1/9/22 1:54 PM
SOURCE: Website
NAME: Oden Dillman

COMMENT:

I like climbing and i can't climb a gondola so I don't want a gondola in the canyon. Thanks

COMMENT #: 525
DATE: 1/9/22 1:54 PM
SOURCE: Website
NAME: Larry Droppins

COMMENT:

Gondola shouldn't be in the canyon

COMMENT #: 526
DATE: 1/9/22 2:34 PM
SOURCE: Website
NAME: Ella Davis

COMMENT:

There are other alternatives to the Gondola that have not been explored to their full extent. If the gondola were to be pushed forward (which I am extremely against) this would be extremely detrimental for the communities that do not use the resort. The gondola is primarily being built to accommodate the needs of the capitalistic corporations that the resorts have become. Overall, it fully ignores the environmental needs of the canyon and the global climate change situation which persists. Not only will the Gondola invade the natural habitat of hundreds of species, it also subtracts from the breathtaking landscape which it will invade. Do better Utah and explore less invasive options before building a massive intrusion which will be technologically outdated in a matter of 10 years.

COMMENT #: 527
DATE: 1/9/22 3:17 PM
SOURCE: Website
NAME: Mike Kerzhner

COMMENT:

Hello, I am a Salt Lake City rock climber who loves Little Cottonwood Canyon.

Thank you for providing the Revised Ch. 26. However, the analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources. The analysis does not treat rock climbers as a group that should have a voice in the future of Little Cottonwood Canyon.

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

- The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Moreover:

- Neither proposal services dispersed recreation users nor do the proposals provide for public transit options for climbers.

- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttness property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

As a Salt Lake City resident, I urge UDOT to consider less impactful options. How can the Little Cottonwood traffic issues get solved without widening the road or adding a gondola?

COMMENT #: 528
DATE: 1/9/22 3:18 PM
SOURCE: Website
NAME: Leslye P

COMMENT:

Hello, I am a Salt Lake City rock climber who loves Little Cottonwood Canyon.

Thank you for providing the Revised Ch. 26. However, the analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources. The analysis does not treat rock climbers as a group that should have a voice in the future of Little Cottonwood Canyon.

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

- The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Moreover:

- Neither proposal services dispersed recreation users nor do the proposals provide for public transit options for climbers.

- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

As a Salt Lake City resident, I urge UDOT to consider less impactful options. How can the Little Cottonwood traffic issues get solved without widening the road or adding a gondola?

COMMENT #: 529
DATE: 1/9/22 3:21 PM
SOURCE: Website
NAME: Branson Shulz

COMMENT:

No gondola please!!!!

COMMENT #: 530
DATE: 1/9/22 3:57 PM
SOURCE: Website
NAME: Jan Ellen Burton

COMMENT:

I was surprised to see endorsements for a gondola in Little Cottonwood Canyon despite the fact that this would primarily serve skiers, and not resolve many of the congestion problems. I previously skied and loved my experiences at Alta and Snowbird, but these did not compare to the joy experienced along the way in numerous riparian areas. Families camping at Tanner Flats and/or hiking to White Pine and Red Pine Lakes will continue to fight crowds for parking, and their experience will be diminished by the presence of a large gondola system which is disruptive to the riparian and historical presence found in the canyon today. All of this diminished wilderness will benefit skiers for winter months during the 2-3 hours of typical heavy traffic, but does not at all enhance the wilderness experience for travelers at other times. Regular buses--to include summer--would solve this problem more more efficiently at a cheaper cost.

COMMENT #: 531
DATE: 1/4/22 10:08 AM
SOURCE: Email
NAME: Suzanne Mahre

COMMENT:

No gondola!!!!!!!!!!!!!!

COMMENT #: 532
DATE: 1/4/22 11:38 AM
SOURCE: Email
NAME: Michelle Tessier

COMMENT:

Hello!

I live in Holladay UT and I ski about 80 days per year, mostly in the Cottonwoods, and also use the canyons frequently in the summer. I ski a mix of backcountry and at the resorts.

I am in full support of increased bus service in the canyons and strongly against the gondola for several reasons:

- Gondola is expensive and I think there is a better way to use my taxpayer dollars, and it doesn't even benefit those of us who want to use winter or summer trailheads and not just go to the resorts.
- Bus is more flexible. Buses can be added/removed during busy/less busy times, buses can stop at other popular trailheads and not just at the resorts.

Recently, I took the bus to go backcountry skiing from the Flagstaff lot at Alta. While the bus was not too bad, I'm still more likely to drive up canyon in my own vehicle. I wanted to provide some feedback on what would make me more likely to take the bus in the future.

- 1) I have a season pass, but my husband does not, so he had to pay \$5 each way to take the bus. After paying \$10 to take the bus, \$25 Alta parking did not seem so expensive.
- 2) Getting from the Wasatch P&R to Snowbird was super fast, about the same speed as driving. Getting from Snowbird to Alta took another 20 minutes due to all the stops within Snowbird and Alta. Could the buses going up canyon just stop at 1 stop at Alta and 1 stop at Snowbird, and then the parking lot buses could be used if users wanted to go to a specific stop? For many users, it's faster to ski between different bases/ parking lots than it is to take the bus.
- 3) The bus was very crowded. As a backcountry user I have a snowboard, ski poles, and 35L pack to navigate on and off the bus. Less crowded buses that also had a place to store my gear instead of awkwardly having to hold it for an hour would make the bus a lot more appealing. The buses are very basic city buses. If the bus was more comfortable, I'd be a lot more likely to use it. Fewer stops would also help, as everytime people get on and off the bus I have to shuffle gear around so they can get by.
- 4) Bus needs to be as fast as possible of an option- fewer stops within the canyons, more frequent buses. Going "up canyon was easy-- I looked at the schedule and arrived right when the bus showed up at the stop. Headed down was a little different... I had to wait 20-30 minutes, because it's not super easy to time exactly when you're going to be done backcountry skiing. Then combined with the extra 20 minutes up and down due to all the stops within Snowbird and Alta, it took an extra hour plus to take the bus. That might not seem like a big deal, but when I'm just going up for a 1.5 hour quick ski tour, 40 minutes up/down canyon vs 1:40 is a big difference.

Finally, one last idea on how to improve canyon traffic:

Frequently, I find myself driving up alone, or just with my husband. We'd be happy to give folks a ride up canyon, or down for that matter, but we need a little coordination help to do so. Here are the problems that need to be solved:

- 1) I need to know the basic info of the person getting in my car, and they need to know I have insurance and my car has passed inspection and I have a reasonable traffic and criminal record.
- 2) I need to be able to coordinate who I should pick up, and who wants to go up and down canyon at approximately the same time I do.

3) I need to be rewarded for my good behavior, perhaps with free parking or preferred parking once I get up canyon. Or as a rider, I'd pay \$5 to go up with someone if I didn't have parking that day? That would be way more comfortable than taking the bus.

Uber solves similar problems? Can we solve similar problems with an app? Register your vehicle and yourself as a driver, get a sticker, use an app to see who wants to go up canyon when you're already going up, bring them up, park in free parking? On the way down, swing by a bus stop and pick someone up who can show you they're also registered with the app, they pay you \$5.

Thanks for listening!

COMMENT #: 533
DATE: 1/9/22 4:33 PM
SOURCE: Website
NAME: Jordan Lagana

COMMENT:

It is wholeheartedly disappointing that UDOT continues to value the desires of the few rather than serving the community as a whole. This entire construction project feels like a money-grab that will lead to the voluntary displacement of many members of the SLC climbing community due to the lack of acknowledgment during the EIS revision process. I myself am currently in nursing school and would love to prioritize practicing as a nurse in Salt Lake Valley. Unfortunately, I also desire to live in a location that respects the natural resources of the area, including recreation, rather than solely being driven by foreign economic propositions. If this project breaks ground on either of the two current proposals, I will begin to look elsewhere to begin my future career as a nurse. Can the resorts really not bear the congestion that they themselves are fuelling during the peak 28 days of the year that these proposals would actually benefit improve traffic?

COMMENT #: 534
DATE: 1/9/22 4:40 PM
SOURCE: Website
NAME: Katja Dove

COMMENT:

The UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impact that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources. Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreatorssuch as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 535
DATE: 1/9/22 5:59 PM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

It is apparent that UDOT is dedicated to minimize visual impacts the gondola will have to Snowbird and Alta. Also, it is apparent that UDOT does not give the same respect to the rest of the canyon, where the majority of users visit (based off of visitation studies). I believe there are massively negative visual impacts to the entire canyon - including the small minority of the canyon UDOT considers worth of awarding Section 4(f) status.

I believe it is illogical that UDOT would prioritize protecting the views of the concrete architecture of the resorts over the stunning natural beauty of the rest of the canyon. My question is: UDOT, why do you consider the visual impacts to the resorts' architecture more worthy of mitigation/minimization than the natural beauty of the Section 4(f) Properties at the Alpenbock/Grit Mill Climbing "Opportunities" and Tanners Flat Campground?

To conclude, I am extremely opposed to the gondola (and opposed to the widened road) for many reasons, including the negative impacts to the Section 4(f) Properties. I am in favor of a commonsense phased-approach that explores traffic mitigation strategies that do not involve building in the canyon.

COMMENT #: 536
DATE: 1/9/22 5:59 PM
SOURCE: Website
NAME: Jake Jensen

COMMENT:

Please consider other options regarding little cottonwood canyon rather than expanding the road or the gondola. Please try less aggressive plans first. This year I have spent much more time up little cottonwood than last during snow storms and the traffic is much less problematic. Covid 19 had a huge impact on the increases # of work from homers going skiing. Many are now back at work and the congestion from traffic is much less

COMMENT #: 537
DATE: 1/9/22 6:00 PM
SOURCE: Website
NAME: Hunter DeLany

COMMENT:

Little Cottonwood Canyon Climbing, more specifically the Gate Buttress climbing area, has been a pillar in my time in Salt Lake over the past 4 years. This area should have the same designation as the Alpenbock loop.

Gate Buttress has a unique place in the history of climbing as it has many classic climbs from the last 40 years. It even had the hardest traditional climb in the world for a period.

COMMENT #: 538
DATE: 1/9/22 6:29 PM
SOURCE: Website
NAME: Alana Palau

COMMENT:

It is unfortunate that the only possible options for decreasing traffic during a single season do not take into account the other recreation opportunities in the canyon during all other seasons. Both the road widening and the gondola are high impact and high priced options that do not preserve the beauty of LCC and its ability for all users to enjoy. Not everyone that visits the Salt Lake area participates in snow sports, and there are ample canyon opportunities to enjoy in all seasons. The impact on the lower Alpenbock Loop & Grist Mill trail areas would be unfortunate and only work to serve the privately owned ski communities a further 9+ miles up canyon. I do not support either option proposed by UDOT, to either widen the road or build a gondola.

COMMENT #: 539
DATE: 1/9/22 6:34 PM
SOURCE: Website
NAME: Michelle Zundel

COMMENT:

Please do not build a gondola. The canyon can be better served with more frequent public transit and a dedicated bus lane.

COMMENT #: 540
DATE: 1/9/22 6:45 PM
SOURCE: Website
NAME: Victoria Edwards

COMMENT:

The revised Little Cottonwood Canyon transportation alternatives Chapter 26 Draft Section 4(f) is insufficient. A greater segment of the climbing resources-and more specifically the world-class bouldering resources of lower Little Cottonwood Canyon-deserve 4(f) protection. The USFS determination that the boulders themselves do not deserve 4(f) protection needs to be reconsidered. UDOT fails to accurately determine that the boulders at the Gate Buttress are 4(f) resources and likewise deserve 4(f) protection. The two preferred alternatives will have a greater-than-de minimis impact on climbing resources. The experience of climbing in LCC will be forever changed, and the impacts through construction over the years will have a huge impact on accessing these resources. Further assessment of these boulders is required as there was no real in-depth analysis of these boulders in the lower half of LCC.

For example, Jack's Boulder (in the Cabbage Patch area) Copperhead (in the Secret Garden) contains many "classic" boulder problems (i.e. highly regarded, valued, and frequented) boulder problems (i.e. routes) are not protected under 4(f). I think that the Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs all deserve 4(f) protection.

I still take a stand that the Enhanced Bus Alternative is the only acceptable alternative proposed, while not imposing unreasonable and irretrievable damage to Little Cottonwood Canyon and its recreational opportunities-including, but not limited to, nationally recognized world-class bouldering resources. Not only am I a climber, but I am also a frequent skier and hiker of LCC and I do not agree that the two alternatives will have a de minimis impact on climbing resources. These two alternatives will have an enormous impact on climbing in LCC and it needs to be taken more seriously.

UDOT needs to further evaluate the two preferred alternatives' impact on recreational activities in Little Cottonwood Canyon, with a huge emphasis on climbing resources.

COMMENT #: 541
DATE: 1/9/22 7:03 PM
SOURCE: Website
NAME: Kelli Buttars

COMMENT:

The impacts to public recreation areas in UDOT's revised Chapter 26.1 of its Draft EIS for Little Cottonwood Canyon are certainly not 'de minimis' per federal regulations and case law. The impacts include significant visual impact, noise, and loss of privacy due to a gondola that continuously carries over 1,000 passengers an hour in 30+ bus-sized cabins directly over the heads of hikers, mountain bikers, hunters, backcountry skiers, climbers and campers on established and maintained public trails, rock climbing areas and campgrounds. For example, the gondola will make it impossible for campers in Tanner's Flat to move about, eat at a picnic table or recreate anywhere in the campground without being continuously viewed by thousands of people suspended above them and being subjected to the noise and desecration of the views into the two National Wilderness Areas on each side of them. It is exactly these views and the Canyon's quiet and solitude that make Tanner's Flat and White Pine such popular public recreation destinations. These impacts will not only affect those directly underneath in Tanner's Flat, White Pine and LCC Trail, they will also intrude upon the public in recreation areas for hundreds of meters on either side of the gondola alignment, because the gondola's height above the Canyon floor will bring thousands of people in the cabins level with trails to the side of the gondola. For example, gondola cabins will be level with and visibly and audibly invade the privacy of hikers on the Red Pine and Lisa Falls trails. The latter is one of the most popular in the Canyon. The gondola will shatter the very solitude and visual spectacle that makes the entire Little Cottonwood Canyon one of Utah's premier public recreation areas. In no way can any of these impacts be labeled 'de minimus'. Yet, UDOT has failed to evaluate any of these impacts by the gondola and labeled the very few impacts that it has considered to be de minimus. Such a finding is not remotely justified and forms an unequivocal failure to comply with Section 4(f) requirements and definitions. Such a finding appears as a blatant attempt to avoid any review of UDOT's EIS by the Federal Highway Administration (FHWA) as required by Federal law

COMMENT #: 542
DATE: 1/9/22 7:04 PM
SOURCE: Website
NAME: Whitney Wilkinson

COMMENT:

The impacts to public recreation areas in UDOT's revised Chapter 26.1 of its Draft EIS for Little Cottonwood Canyon are certainly not 'de minimis' per federal regulations and case law. The gondola will be a major disturbance to areas such as Tanner's Flat, White Pine and the LCC Trail. Thousands of people enjoy the beauty of these areas and there will unequivocally be a tremendous negative impact if the gondola is present. It sounds to me like this is an outright move to avoid any review of UDOT's EIS by the Federal Highway Administration as required by Federal law. The Dart EIS is not responsive to Federal Section 4(f) requirements because it completely disregards and the many towers, gondola cars, and cables.

COMMENT #: 543
DATE: 1/9/22 7:04 PM
SOURCE: Website
NAME: Jordan Buttars

COMMENT:

UDOT has NOT complied with Federal Section 4(f) requirements in its Draft EIS because it has excluded the gondola alignment along with its towers, tower bases, transfer stations, and tower and station access roads from any Section 4(f) considerations. These areas contain many sites that unequivocally meet the definition of 4(f) 'public recreation areas'. They include maintained hiking trails at White Pine and Little Cottonwood Canyon, which are some of the most popular in the State of Utah. UDOT also excludes Tanner's Flat campground in a U.S. National Forest as apparently not being a 'public recreation' area, even though campgrounds are explicitly called out as subject to Section 4(f) regulations. By ignoring the impacts to these public recreation areas, UDOT is negligent in fulfilling its Section 4(f) EIS requirements. UDOT perhaps has excluded these public recreation areas from 4(f) consideration because UDOT may claim that the gondola does not impact them. If that is the justification for ignoring these areas, then UDOT has ignored significant visual and noise impacts from the gondola along with a shocking loss of privacy for the public seeking recreation in the solitude and visual splendor found sandwiched between two National Wilderness Areas. These impacts are clearly not de minimus on the part of a gondola; however, they are unaddressed and unmitigated in the amended UDOT Draft EIS. I do not support the Gondola

COMMENT #: 544
DATE: 1/9/22 7:06 PM
SOURCE: Website
NAME: Nixan Buttars

COMMENT:

The Dart EIS is not responsive to Federal Section 4(f) requirements because it ignores significant impacts to public recreation areas caused by the gondola, its towers, tower bases, transfer stations and access roads. I do not support the Gondola

COMMENT #: 545
DATE: 1/9/22 7:18 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

UDOT, why do you not consider SR210 a Section 4f Property? Its designation as a state scenic byway does not MAKE it worthy of 4f designation, but the scenic byway status provides strong evidence of its importance at a state and local level because of its beauty. SR210 is used by many people for recreation - they do not leave the road and yet they use the canyon as a recreational outlet. Some people even drive up the canyon for fun, without exiting their cars at all. It is also publicly accessible and owned, so I believe it meets all criteria to be considered a 4f property. It seems it may necessitate "formal designation" by the entity with jurisdiction, which is obviously UDOT. So, UDOT, what other criteria would a publicly-owned state scenic byway used for recreation need to qualify as a Section 4f Property by you?

I am strongly opposed to the gondola because it will ruin the scenic quality of the entire canyon.

COMMENT #: 546
DATE: 1/9/22 7:19 PM
SOURCE: Website
NAME: Harrison Webb

COMMENT:

As a frequent hiker, climber, and skier of Little Cottonwood Canyon, I am voicing my opinion that neither the proposed gondola nor road widening would have a de minimus impact on the canyon, and it would be irresponsible to permanently alter this beautiful canyon with these near-sighted 'solutions'. Widening the road would severely impact parking in the canyon, destroy 7 boulders which each have multiple climbs on them and all have their own histories and place in the hearts of the climbing community, and is a temporary solution whose pros do not outweigh the cons. A widened road would simply encourage more traffic and ultimately require another solution down the line when the population of SLC grows and we end up back in the same situation we are in today. The temporary traffic alleviation that may be brought about from widening the road is absolutely not worth altering the state of this canyon which is loved by so many. Between the noise pollution and landscape alterations caused by construction, the loss of historic and well-loved boulders and the many climbs on them, and reduced parking for recreating in the canyon, neither myself or any other frequent users of the canyon that I know consider the road-widening solution to have de minimum impacts or to be a good solution. All frequent users of the canyon that I know are strong proponents of increasing public transportation in and out of the canyon instead of permanently altering the landscape.

COMMENT #: 547
DATE: 1/9/22 7:19 PM
SOURCE: Website
NAME: Sheralyn Wilkinson

COMMENT:

I do not support the gondola and believe that the Dart EIS is not responsive to Federal Section 4(f) requirements because it does not take into account the major disturbances to the many public recreation areas in the canyon like White Pine, Tanner's Flat, Red Pine, Lisa Falls Trail and Little Cottonwood Canyon Trail. The gondola will ruin the experience of the canyon for the thousands that go to the canyon to enjoy the beauty and solitude. Instead, recreational users will have their views blocked by towers and cables and privacy destroyed by gondola cars flying overhead. This is clearly not de minimis impact.

COMMENT #: 548
DATE: 1/9/22 7:27 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I believe commonsense solutions and a phased-approach is a prudent and feasible alternative that should be considered for numerous reasons, including the zero impact to Section 4f Properties.

This would necessitate increasing bus number, parking for the buses (Josh Van Jura said there is not enough), and implementing incentives to take transit. Although UDOT cannot force a private company to operate their business except concerning health/safety, I believe it is only ethical that the resorts provide transit for their visitors. How often has a business struggled with something, made no effort to fix it, and Utah decides to spend tax dollars to help them out?

A phased approach starts with solutions that do not involve building on/near Section 4f properties. If we try these first then even the Historical 4f resources of the Snowbird and Alta Lodges will be saved from visually impactful gondola towers.

COMMENT #: 549
DATE: 1/9/22 7:45 PM
SOURCE: Website
NAME: Harrison Webb

COMMENT:

As a frequent user of Little Cottonwood Canyon, I can not agree that the proposed gondola 'solution' would have a de minimum impact. In my eyes, both the construction and operation of the gondola would both have large, detrimental effects on the environment of Little Cottonwood Canyon as well as have a large effect on the nature of recreation in the canyon.

Noise pollution during the construction of the gondola would have a large impact on recreation in the canyon. Little Cottonwood Canyon offers peaceful relief from the urban buzz of Salt Lake City and the surrounding areas, and it would be a shame for this place that serves as a sanctuary for so many individuals to be impacted so heavily by the construction of a gondola. Additionally, with Little Cottonwood Canyon being a watershed for Salt Lake Valley, it is concerning to me that construction could lead to contaminants being introduced into the water supply.

I would not consider a running gondola overhead to have de minimus impacts on the canyon either. The constant whirr of the cables and gondola cars overhead would serve as an omnipresent reminder of the 'outside world' that so many people use the canyon to get some relief from. This canyon serves as so many people's therapy, church-- you name it. People come here to get a break from the constant stress of everyday life, to connect with friends and family without the constant presence of to-do lists and deadlines, and to find joy in the activities they love. Nobody would suggest that a news channel or notification feed should be playing in the background during a therapy appointment or church service, yet to so many users of Little Cottonwood Canyon, the constant buzz of a gondola would be that very thing. Separate from the noise issue is the issues with privacy that a gondola would bring. Previously secluded camping and recreation areas in the canyon would now be on display for all gondola riders to see.

COMMENT #: 550
DATE: 1/9/22 8:02 PM
SOURCE: Website
NAME: William Gilmer

COMMENT:

DATE: 09 January 2022

ATTENTION: Little Cottonwood Canyon Draft EIS Project Team

FROM: William Gilmer and Jannine Hogan

SUBJECT: Comments on Revised Chapter 26 UDOT Draft EIS for Little Cottonwood Canyon

Madams & Sirs,

Our commendation to the study team for the revised Chapter 26 - 4(f) and 6(f) Evaluation of the DEIS to combine the Alpenblock Loop Trail and Grit Mill Trailhead into a single 4(f) recreation resource now referred to as Alpenblock Loop and Grit Mill Climbing Opportunities. This action strengthens the position that impacts to multiple use activities are a significant aspect for consideration to any decisions that UDOT will make for transportation upgrades to Little Cottonwood Canyon. Further, the continuum of impacts continues from this designated block to the Gate Buttress and beyond, regardless of inclusion as 4(f) designated areas.

Following review of the revised Chapter 26 as it applies to the Alpenblock Loop and Grit Mill Climbing Opportunities recreation resource and the De Minimis impacts inflicted by the proposed alternatives the only two alternatives to consider are the:

Enhanced Bus Service Alternative or the,
Enhanced Bus Service in Peak-period Shoulder Lane Alternative (PPSL).

In the context of the 4(f) resource, Alpenblock Loop and Grit Mill Climbing Opportunities, the Gondola Alternative B (base station from La Caille) as one of the two preferred alternatives identified by UDOT should be given no further consideration as a viable option because:

The area impacted is greater than the Enhanced Bus Service and PPSL alternatives, The Gondola Alternative B poses no benefit to the users of the resource, Elimination of parking spaces (160 to 95) impacts multiple users and limits future growth, and The Gondola Alternative B does nothing to enhance user mobility and safety other than for the exclusive group of patrons to the two ski areas.

As this revision to the DEIS enhances the recognition of the truly multiple user resource that Little Cottonwood Canyon affords the Utah community and its out-of-state visitors it is still painfully apparent that this EIS is grossly slanted toward the two ski areas at the top of the canyon. This is noted in the subtle contradiction that parking areas are included in 4(f) elements for Snowbird and Alta "which are needed to support recreation use" (section 26.4.1.2.3) yet excluded from consideration as impacts in section 26.5.3.5 Trailhead Parking Alternatives by the sentence: "However, roadside parking is not part of a recreation resource or protected under section 4(f)." to the very blatant, continued, consideration of the Gondola Alternative B as one of two preferred alternatives. Since when has it been in UDOT's purview to operate and maintain a gondola and why should the taxpayers pay for and maintain a system that will only benefit two private entities? The statement that a gondola will enhance safety during high avalanche conditions needs to be considered in the context of the high winds that are

associated with present day storms and the fact that Snowbird often shuts down their tram on stormy days.

Again, there are many alternatives to alleviating traffic issues during peak winter usage that can be implemented in a step-wise fashion up to and including the PPSL. These should all be explored and constructed ahead of any major alterations to the Little Cottonwood Canyon road from the junction of SR209 to the Alta parking lots.

Regards,

Will Gilmer & Jannine Hogan

COMMENT #: 551
DATE: 1/9/22 8:06 PM
SOURCE: Website
NAME: Cole Schreiber

COMMENT:

Charge people to go up Canyon and use the funds to improve the bus. The canyon is already so crowded. More people use this Canyon than just skiers. Climbing brings a ton of revenue to the state. Look at climbing stores and gyms. They all use the canyon as well and the proposal will damage the states GDP.

COMMENT #: 552
DATE: 1/9/22 8:34 PM
SOURCE: Website
NAME: Taylor Rogers

COMMENT:

These “solutions” only serve the ski resorts. It will leave a huge impact on our beautiful canyons and the other recreational uses in the canyon. Please don’t destroy the places that make Utah beautiful. Be better and let conservation win

COMMENT #: 553
DATE: 1/9/22 8:40 PM
SOURCE: Website
NAME: Ellee Peterson

COMMENT:

Please don't ruin the beauty and pristine nature of this canyon with ugly gondola towers and wires. A huge part of the appeal of Little Cottonwood is how beautiful and natural it is.

COMMENT #: 554
DATE: 1/9/22 8:54 PM
SOURCE: Website
NAME: Michelle Morse

COMMENT:

I was very excited to hear that the Alpenbock Loop and Grit Mill Climbing have received a 4(f) designation. This feels like a step in the right direction to protect another beautiful recreational area in Utah.

I believe the revised Chapter 26 analysis does not accurately outline the impacts that a gondola or the widening of the road would make for a 4(f) destination. Both of the alternatives do not have de minimis impact. By definition a de minimis impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). Both proposals adversely effect the features, activities and attributes of the recreation area!

First to widen the road or put a gondola up, it will forever change the features of the canyon. Removal of boulders and rock wall will dramatically change the landscape of the canyon. Every time I drive up the canyon I am transported to a place that feels far away. LCC has always reminded me of being in the alps with it's glacier carved granite walls.

Secondly both proposals will have a major impact on the recreation that this canyon provides. With the removal of the boulders and access to the climbing walls it will permanently remove some of the most beloved and historical climbs in Utah. These areas are nationally and internationally known for the granite climbs.

Lastly on a direct violation of the 4(f) designation are the attributes of the canyon. This canyon is place were people of all types of recreators come and can find a common peaceful connection with something larger than themselves. The addition of a gondola not only will be an eyesore, it will increase the amount of manmade noise to the area. As people hike they will get to look up at something that was put there by man. As they come to disconnect from the noise of the city they get to hear the buzz of the cables and gondola running through each tower.

Outside of the reasons of why the transportation proposals are in direct violation of the 4(f) designation I do have these comments and questions. "Why is UDOT proposing ideas that only serve the ski resorts? I am a +10 year season pass holder at Snowbird and yes I would love for some relief on the transportation issues, but this doesn't feel like the right solution. The gondola option does not serve any other type of recreation in the canyon. It will pick up at the bottom and drop off at the top. Essentially discriminating against other type of recreators that happens in-between. The extra bus lane would remove and/or severely limit access to other recreational spots in the canyon. Why are we looking at a \$500M price tag for essentially 20-25 days a year when the traffic is usually bad? There seems like there are other less expensive options that would need to be tested before forever changing the landscape at such a large price tag (toll booths, limiting those without proper tires to travel up the canyon, making the bus easier to access, incentivizing carpooling, limiting how many cars can go up the canyon in certain conditions, etc.)

I love Little Cottonwood Canyon. I use the canyon in many different aspects - mountain biking, climbing, skiing and hiking. This place is sacred to me and so many others. People and business have chosen Utah as their home because of places like LCC. As we strip away the beauty that inspired us all we won't be left with much. Please consider other options when looking at this problem. I am certain that solutions can be found that are less impactful and can serve a larger population.

Thanks!

COMMENT #: 555
DATE: 1/9/22 9:14 PM
SOURCE: Website
NAME: Stella Mosher

COMMENT:

Little Cottonwood Canyon is used and appreciated by so many Utahns and visitors who are not skiers. This area should be protected as land accessible to everyone in the community, for all recreational purposes. Destroying the scenery and natural landscape for the benefit of the ski areas feels like a slap in the face to those of us who love LCC for other reasons. Further, this project will take years and lots of tax payer money to complete, and tax payer money should absolutely not go towards a massive construction project to serve the ski areas. Please first consider the less destructive options, such as permit parking for the ski areas with extended busing, placing a toll booth on the canyon road, or putting a fraction of this money towards building a nice, covered parking garage somewhere in town (with heated bathrooms, lockers, etc) with more buses for canyon access. Please do not ruin the world class canyon.

COMMENT #: 556
DATE: 1/9/22 9:28 PM
SOURCE: Website
NAME: William Frits

COMMENT:

Hey there,

I recently moved to Salt Lake City to follow my love of the outdoor activities, and heard about this road expansion/gondola/possible canyon access idea pretty early on. I was pretty hesitant to have an opinion on it because I really didn't know anything about LCC at the time. I love climbing and snowboarding a lot, and no one likes sitting in traffic. From the little I've seen so far, a big traffic issue is caused by lack of communication. Ski resort have limited parking, once that's full they have to turn people away. That then cascades through ten miles of traffic. If ski resorts could get ahead of this issue, and persuade people away before they enter the canyon, I think it could alleviate a lot of issues. Off the cuff, the easiest way to do this would be to have set of lanes at the entrance of the canyon, you drive through one side if you're planning to go to Alta, the other if Snowbird, maybe a third if recreating elsewhere. There is either a person counting, or an electronic mechanism (Pneumatic road tubes). It starts counting at 6am, and writes to a screen the number of cars heading up (would be good to include a percent parking per resort). The goal would be that someone showing up somewhat late, thinking they can still get a spot, will see that 1200 people have already entered the canyon with the intent of parking at snowbird, and they will instead choose to take the bus rather than contributing to a traffic jam. It's not a perfect idea obviously (public road parking, improper counts, people deciding to switch resorts mid drive) but something like this is incredible low cost, could be quickly set up and tested, and could maybe help persuade people to use public transit options. Just a thought.

COMMENT #: 557
DATE: 1/9/22 9:40 PM
SOURCE: Website
NAME: Courtney Cookson

COMMENT:

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 558
DATE: 1/9/22 9:54 PM
SOURCE: Website
NAME: Alyssa Neidhart

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 559
DATE: 1/9/22 9:55 PM
SOURCE: Website
NAME: Sam West

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 560
DATE: 1/9/22 10:13 PM
SOURCE: Website
NAME: Kristi A

COMMENT:

As both a climber and skier in the Salt Lake City area, I advocate for a public transportation service that allows people to access Little Cottonwood Canyon and also preserve the nature everyone seeks to enjoy. I believe we can achieve this by increased bus transportation (without widening roads) and alternative traffic mitigation techniques. It is important to allow Little Cottonwood Canyon to be accessible, and we should consider how to do it without disrupting wildlife, nature, and existing trails and climbing areas. We have such beautiful canyons, and a gondola (along with the construction process) would take away from what many constituents actually want to preserve."

COMMENT #: 561
DATE: 1/9/22 10:13 PM
SOURCE: Website
NAME: Skyler Frickelton

COMMENT:

As a very active user of the Little Cottonwood boulders, it would be a huge loss to this world class climbing area by widening the road. I would like to see a solution that doesn't impact any lcc boulders first, for instance, an enhanced bus service. Permanently losing boulders so another user group can profit for mere days a year is egregious. Please pursue all other avenues first before moving forward with destruction of climbing areas (boulders).

COMMENT #: 562
DATE: 1/9/22 10:21 PM
SOURCE: Website
NAME: Josie Nelson

COMMENT:

Utah offers some of the world's best routes for climbers, and as a lifelong Utahn, I've taken advantage of this. The proposal to widen the road in Little Cottonwood Canyon would do irreparable harm to the climbing experience. Based on the new information provided in the draft EIS, widening the road would result in 9 climbing boulders being within 15 feet of cars whizzing past. This provides a huge safety concern, while also obliterating the character of the climbing experience. A four-lane highway right next to boulder crash pads is far worse than a gondola going overhead. Eliminating roadside parking that would be eaten up by extra lanes also creates access problems to those who use this area for recreation, including bouldering, climbing, and hiking. You can move a gondola tower 20 feet to avoid a boulder, you can't move an existing road without significant damage. Widening the road would be a huge mistake, and we can't continue to bury our heads in the sand and pretend there's not a problem in Little Cottonwood Canyon.

COMMENT #: 563
DATE: 1/9/22 10:23 PM
SOURCE: Website
NAME: Kyle Braden

COMMENT:

Widening the road not only paves over wildlife habitat and jeopardizes our water supply, it creates a need to stabilize the natural canyon walls with concrete retaining walls. These walls would severely impact the canyon's iconic natural beauty, and because they are vertical walls, access in these areas will be severely limited. Installing walls around existing boulders to protect them falsifies the natural recreation experience. As a climber, I might as well go to an indoor facility at that point. Widening the road is not an option. A gondola leaves these recreational gems intact while solving the problem of moving people safely and sustainably.

COMMENT #: 564
DATE: 1/9/22 10:25 PM
SOURCE: Website
NAME: Adam Fleming

COMMENT:

I am writing in opposition of the gondola and road widening proposals. Both options have negative impacts on our watershed and only benefit a small percentage of users of Little Cottonwood Canyon. Ski resorts are not the only attraction in LCC and they do not need a major asset like a gondola essentially gifted to them by the government. Not only that, a gondola is visually impactful, not to mention the impact it will have on other forms of recreation like climbing and hiking. Road widening is also rash. I doubt it will do much to ease congestion like it aims to do. People aren't taking the bus and won't just because the bus takes a few less minutes than it already does. Instead, we have more pavement in a natural area for no real benefit. We need to incentivize carpooling and taking the bus by encouraging higher parking fees and more days with paid parking at ski resorts. Though this may price some folks out of skiing, carpooling can be encouraged other ways, like reserving an allotment of parking spaces for cars with 4+ people. In short, I am against both the gondola and road widening in Little Cottonwood Canyon

COMMENT #: 565
DATE: 1/9/22 10:25 PM
SOURCE: Email
NAME: David Bishop

COMMENT:

Dear Utah Department of Transportation (UDOT),

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16).
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process?
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.

Sincerely,

R. David Bishop, Esq. LL.M.

Sincerely,
David Bishop
Sandy, UT

COMMENT #: 566
DATE: 1/9/22 10:28 PM
SOURCE: Website
NAME: Karl Mudge

COMMENT:

Despite the Cog Rail option not being one of the preferred alternatives being advanced by UDOT in the Little Cottonwood Canyon EIS for the S.R. 210 Project, I can't help but feel that the public that uses this canyon is being railroaded.

On reading UDOT's revised Chapter 26, I am struck by how biased the conclusions are that the UDOT team reached to justify moving ahead with the alternatives they have selected. Were any climbing, hiking, or biking representatives included on the team? I suspect not. The conclusions UDOT has reached on the visual, noise, and aesthetic impacts of these alternatives on the Alpenbock Loop and Grit Mill climbing resources are highly biased and self serving.

While UDOT states that one of the primary objectives of the S.R. 210 Project is to improve the 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 has NOT addressed the needs of all the users. Specifically, the climbing community and the back country skier community. UDOT has instead chosen to narrow their focus of the impacts of these alternatives to only those areas with a Section 4(f) designation, thus allowing them to completely ignore the impacts to the Gate Buttress parking lot and climbing resources, which has a long and world renowned history in the climbing community. This omission alone renders UDOT's revised Chapter 26 fatally incomplete.

While I know that UDOT has stated that comments outside the scope of Chapter 26 will not be included in the NEPA document, I want to make the following comments anyway, just for the record, as UDOT has also said they will be reviewed and considered as UDOT develops the project, and will be documented in the project record.

UDOT's preferred alternatives do not address the needs of dispersed recreation users, nor do they provide public transit options for climbers.

UDOT's preferred alternatives will cost an unacceptable amount in excess of \$500 million. These options are too costly and more importantly, too damaging to the aesthetics of this canyon. They should not be considered until less impactful alternatives are tried and proven to be insufficient. In long discussions with family and friends, the best alternative I would suggest here is that, from December through February, access up and down the canyon should be by shuttle bus service only, for all users. In addition, there should be 2 shuttle bus fleets. One fleet would stop only at Snowbird or Alta (or both) to serve resort skiers. The other fleet would stop at dispersed locations for climbers, hikers, and back country skiers. These users would pull a cord to ring a bell to notify the shuttle bus driver to stop at their selected pullout (just like bus patrons on city buses do), thus keeping the number of stops the bus makes to a minimum. While this suggestion will require expanded parking areas at locations in the valley, just as UDOT's preferred alternatives have identified, the cost and impacts to the canyon will be far less, will eliminate traffic congestion in the canyon during peak ski season, and will serve the needs of all the users of the canyon, not just the resorts and their patrons. This approach is also expandable in terms of the number of people served in LCC, the number of weeks/months the shuttle restriction is enforced, and being viable for Big Cottonwood Canyon, as well, should the need arise there at some point in the future.

COMMENT #: 567
DATE: 1/9/22 10:32 PM
SOURCE: Website
NAME: Elise Hinman

COMMENT:

I sincerely ask UDOT to consider the additional impacts of the gondola option to climbers and other recreational users. The gondola will be loud, construction invasive, and boulder access will be complicated during and after construction. Why charge the taxpayer millions of dollars for infrastructure that will be useless in the next 15-20 years due to climate change? I strongly support increased electric bus service over gondola or road widening. Please listen to recreators and not deep pocketed ski resorts just looking to make a quick buck before they go defunct. Thank you for your consideration. No gondola.

COMMENT #: 568
DATE: 1/9/22 10:35 PM
SOURCE: Website
NAME: Derek Tillotson

COMMENT:

This canyon has so much more to offer than just Alta/Snowbird. The gondola only serves these two interests, and does nothing to increase access to the rest of the canyon.

COMMENT #: 569
DATE: 1/9/22 10:47 PM
SOURCE: Website
NAME: Finn Navidomskis

COMMENT:

The protection of little cottonwood canyons climbing is my highest priority. The climbing is not only a resource for recreation and exercise, but serves as a cultural center for the Salt Lake community. I believe that the current plans are shortsighted and do not accurately take into account the value of the resource that would be impacted. Some more specific grievances with the current analysis and plan are listed below.

While the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Butress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 570
DATE: 1/9/22 10:52 PM
SOURCE: Website
NAME: William Rossiter

COMMENT:

I love Little Cottonwood and believe that the natural beauty there is important to preserve. The addition of a gondola or expansion of the road would seriously damage the canyon. As both a climber and a skier, I want to see the natural resources and beauty of the canyon preserved. Please do not add a gondola to LCC. It would be a huge negative for the canyon.

COMMENT #: 571
DATE: 1/9/22 11:24 PM
SOURCE: Website
NAME: Ashley Kern

COMMENT:

Hello, I am a skier and climber who resides in Murray, UT and who has worked in both construction and engineering. Please reconsider the impacts to both Alpenbock Loop and Grit Mill climbing (and other recreational) resources. Many local climbers also ski or snowboard, and our community understands the frustration that winter traffic has caused. However, we also recognize that the natural resources we have deserve protection and that adding a lane or gondola to the canyon will have significant, irreversible impact to those resources. I would much prefer an enhanced bus system rather than the other proposed solutions. The current bus system has issues including getting full at Snowbird and not going to Brighton, and not arriving for pickup on time. I believe those could be fixed in 2 ways: more busses and preventing unprepared cars from going up the canyons during winter. A lot of the traffic jams are caused by people using 2WD, not using chains, or using otherwise unfit vehicles. An enhanced busing system with more buses (preferably electric to minimize air quality impact), and having a checkpoint that ensures vehicles are fit for uphill travel, would greatly ease the congestion issues. Please consider these solutions. I am also not opposed to a fee system for the canyons, but I'd rather try enhanced busing + vehicle fitness checkpoint first. Thanks for your consideration.
Sincerely, Ashley Kern

COMMENT #: 572
DATE: 1/9/22 11:56 PM
SOURCE: Website
NAME: Mark Lentz

COMMENT:

Please respect the will of Utah rather than the pockets of Gondolaworks, a few corrupt politicians, and the owners of Snowbird. The people have spoken: No Gondola. It is an unfair burden to taxpayers, 80 % of whom don't want it. It will not deliver the promised results. It will destroy the use for many other less expensive outdoor sports. It only benefits a few at the expense of many. No gondola.

COMMENT #: 573
DATE: 1/10/22 12:26 AM
SOURCE: Website
NAME: Kjersten Peterson

COMMENT:

This is a solution that only benefits Snowbird and Alta. A gondola would do PERMANENT damage to the natural wonders of little cottonwood canyon. It would cut off access to world class climbing and backcountry skiing.

COMMENT #: 574
DATE: 1/10/22 6:01 AM
SOURCE: Website
NAME: Nathan Boule

COMMENT:

I am not in support of the current proposals. Based of my research I think both the gondola and the widened roads are not going to make as great an impact as we think. People are still going to drive cars to the mountain and the gondola is going to be too slow for most people who will still opt tp just drive themselves up. One thing that would make more sense and create less impact would be investing in electric busses and having a more frequent bus schedule.

I am also a climber and the history that would be erased from the current proposals will take away pieces of climbing history. It may seem trvial, climbing rocks for fun, but climbing has brought me a comunity that I never knew existed. It has helped me fight depression, and helped me turn around my life for the better.

COMMENT #: 575
DATE: 1/10/22 6:39 AM
SOURCE: Email
NAME: Kim Rhodes

COMMENT:

Please see the attached comment regarding the Little Cottonwood Canyon Draft Environmental Impact Statement Chapter 26 Revision.

Regards,
Kim Rhodes

**Comments Regarding Little Cottonwood Canyon Draft Environmental Impact Statement
Chapter 26 Revision**

January 10, 2021

Dear UDOT Project Team:

I commend the U.S. Forest Service and UDOT for reconsidering the value of the Alpenbock Loop and climbing resources within and applying the 4(f) designation. However, UDOT's revised Chapter 26 evaluation remains inadequate in both rationales and evidence, reaches unsupported and incorrect determinations as to what climbing Little Cottonwood Canyon resources qualify for 4(f) protections, and the levels of impacts posed by UDOT's preferred transportation alternatives on these appropriately recognized 4(f) climbing resources. The conclusions that UDOT's preferred shoulder lane and gondola alternatives ("Preferred Alternatives") present *de minimis* impacts on the 4(f) climbing resources are inaccurate, without factual validity, and founded on inadequate analysis.

The revised Chapter 26 is insufficient and faulty in both the scope of its 4(f) determination and its assessment of the impacts its DEIS preferred alternatives would have on the narrowly recognized 4(f) climbing resources and surrounding properties. The faults lie with both UDOT's evaluation and analysis, and the USFS decisions they rely on. First, a greater segment of the climbing resources—and more specifically the world-class bouldering resources of lower Little Cottonwood Canyon—deserve 4(f) protections. The USFS determination that the boulders themselves do not deserve 4(f) protections is incorrect and warrants immediate reconsideration. Second, UDOT incorrectly concludes impacts to 4(f) climbing resources in lower Little Cottonwood Canyon are *de minimis*. The revised Chapter 26 fails to accurately assess the impacts to 4(f) resources by concluding, without any serious analysis, that impacts to the bouldering resources on USFS lands are *de minimis* by the two Preferred Alternatives.

1. Climbing resources warrant 4(f) designation regardless of their location within or near other recreation resources in the canyon.

A greater segment of the climbing resources—and more specifically the world-class bouldering resources of lower Little Cottonwood Canyon—deserve 4(f) protections. The USFS determination that the boulders themselves do not deserve 4(f) protections is incorrect and warrants immediate reconsideration. Climbing was first established in LCC in the 1960s, making these resources both significant historically and culturally to the entire national climbing community and the Salt Lake Valley. According to climber survey responses collected by the Salt Lake Climbers Alliance for two years in a row, LCC is the most popular and frequently used climbing resource in the region. In addition, climbing resources in LCC should be considered a major, stable, and long-term economic driver for the region as many people take the proximity of these resources into account when choosing to relocate to the region (SLCA climber surveys, 2019).

UDOT should reconsider the reasoning used for the current 4(f) designation. The boulders and other climbing resources on their own, and throughout the canyon, warrant this designation for their significant contribution as described above.

2. The impacts to climbing resources in the Alpenbock Loop 4(f) area are cumulative and unsupported, thus making the *de minimis* determination invalid.

With regard to both Preferred Alternatives, UDOT has not provided an adequate analysis of the associated noise impacts to climbing, other than to say that the increase in noise would not be significant when considering the existing road noise. UDOT uses this existing noise to justify a *de minimis* impact, when this analysis is illogical. UDOT's shallow logic hangs on the notion that these climbing resources can still be used and that climbers have no reasonable expectation of serenity due to the proximity of the road. On the latter point, it is a false proposition that the climbing experience is not substantially altered by the industrial presence (both of noise and viewshed) of a gondola overhead. Both of the Preferred Alternatives will lead to compounding impacts to climbers and other dispersed recreation whereby the noise from typical road traffic will be coupled with noise resulting from either alternative (a term known as "noise loading"). Empirical research shows that gondola towers, stations, and ropeway components represent "multiple noise sources" that are not well captured by "traditional noise propagation models" (Rossi and Nicolini, 2011, in *Noise Control Engineering Journal*).

The *de minimis* determination for the road widening alternative is even more troubling, as retaining walls are suggested in the revised chapter as a potential mitigation strategy. This suggestion is very speculative and is unsupported by any detailed mapping and design drawings to illustrate how such harm to these 4(f) climbing resources could be minimized by the construction of said retaining walls. UDOT bears a greater burden in establishing the reasonableness of a proposed mitigation effort than mere speculation that is occurring here. Absent a more detailed proposal on these retaining walls, there is no real measurable way to assess the true impacts, and, moreover, UDOT cannot reach a *de minimis* impact determination that must be predicated on a net impact analysis. A net impact analysis cannot be completed without actually calculating the actual damage done to 4(f) resources and also calculating the proposed mitigation to offset the actual damage. Furthermore, UDOT has not suggested that they have engaged any stakeholders in order to understand how retaining walls would be feasible (in terms of safety and viability) mitigation strategies.

The *de minimis* determination deserves further and more detailed analysis in order for UDOT to meet its legal burden to assess impacts to 4(f) resources.

—

In sum, I sincerely hope that UDOT reconsiders the purpose and extent of the 4(f) designation for climbing resources throughout the canyon, as well as the logic and basis for the *de minimis* determination. A more detailed analysis is needed to understand the true impacts to climbing resources, as well as UDOT coordination with local stakeholders to understand where and how

potential mitigation strategies are viable solutions for the protection of climbing resources in order for the impacts to truly be *de minimis*.

Regards,
Kim Rhodes

COMMENT #: 576
DATE: 1/10/22 8:13 AM
SOURCE: Website
NAME: Patricia Brill

COMMENT:

NO TO THE GONDOLA. This will cause tremendous congestion at the mouth of the canyon. And there us no info on how much a gondola ride will cost or how much parking will be. This is an unconscionable burden on the taxpayers to enrich developers and contractors. There are only 15 days a year when SB and Alta are congested. A foolish waste of our money!

COMMENT #: 577
DATE: 1/10/22 8:13 AM
SOURCE: Website
NAME: Chris West

COMMENT:

I support the gondola solution. After completion, it seems to be the most robust to snow fall and produce the least air pollution.

The buses would help, but are still vulnerable to snow fall and avalanches. It would increase the air pollution from vehicles and the required road widening would have what I consider a larger footprint on the surrounding ecosystem.

Something has to be done. Keeping status quo would be irresponsible and unsafe.

COMMENT #: 578
DATE: 1/10/22 8:15 AM
SOURCE: Website
NAME: Paige Klugherz

COMMENT:

I commented during the initial public comment period during the summer and have read through the revised chapter. I think the fundamental issue is that the year-round recreation in the canyon, for both climbers and hikers, is not being valued. A gondola that only runs in the winter and *only* services the ski resorts (private businesses) and that would result in obstructed views throughout the canyon is absurd. Additionally, the thought of simply moving 31 boulders that are developed for climbing is ridiculous. These have a history in and of themselves and their locations are intrinsic to their character. If this project moves forward, it will be one that we collectively look back on in a few decades with disbelief that something so obviously created to only benefit a couple of large public businesses was passed at the expense of one of the beautiful landscapes in our state. I hope LCC goes the way of Zion with the road remaining at its current width and with an extensive shuttle system in place. I would happily pay for access to the canyon if it meant preserving it, instead of my tax dollars going towards funding an eyesore and lining the pockets of the ski resorts.

COMMENT #: 579
DATE: 1/10/22 8:19 AM
SOURCE: Website
NAME: rochelle kaplan

COMMENT:

Only cog rail and gondola are offered as solutions re: Section 4 (f). I oppose both as expensive, unnecessary and detrimental to the character of the canyon. Instead, use electric buses and increase their frequency during peak times (ski season), charge for parking at the ski resorts, especially for single drivers. Electric buses should be used year round. Express buses could be used at peak times.

COMMENT #: 580
DATE: 1/10/22 8:22 AM
SOURCE: Website
NAME: Scott Sinner

COMMENT:

Please consider a solution that is the least disruptful to all of the outdoor recreation in the canyon. Something like the shuttle system in Zion NP would be wonderful. No gondola. Increase buses. Electric ones preferred. Reduce noise and burning brake odor. The climbing is a valuable resource. Respect the natural areas and protect them for future generations.

COMMENT #: 581
DATE: 1/10/22 8:22 AM
SOURCE: Website
NAME: Justin Pyper

COMMENT:

Build the Gondola A!

COMMENT #: 582
DATE: 1/10/22 8:22 AM
SOURCE: Email
NAME: Janeyartist Johnson

COMMENT:

The impact of gondolas, trains and widening the canyon are not acceptable. These alternatives would forever destroy this precious resource. These alternatives only favor greedy rich businesses. More buses, less cars. Initiate a vehicle capacity cap. My ancestors "colonized" (ugh) this area, the thought of the horrific proposals being presented only add insult to injury to this special place. The resources in the canyon are trampled so much already, why on earth would you bring more people in?!!!! ENOUGH!

COMMENT #: 583
DATE: 1/10/22 8:23 AM
SOURCE: Website
NAME: Evan Johnson

COMMENT:

Ban bikes on this narrow 7 mile canyon road. There are 102,000 miles of lane road in Utah for bikers. Bikes push cars into the center of the road. This canyon must stop allowing bikes on the road, because it's not safe. Bikes, buses and cars on a narrow canyon road like Little Cottonwood Canyon don't mix nor should be mixed. Please consider banning bikes on this 7 mile long road and requiring users fees for bikers.

COMMENT #: 584
DATE: 1/10/22 8:29 AM
SOURCE: Website
NAME: Melissa Schaefer

COMMENT:

Prefer the first option enhanced bus service alternative to j crease bus service all year and helps mitigate summer traffic and parking issues in the canyon.

Gondolas not only destroy the beauty but the one at la Caille financial benefits select people and I don't believe our public money should financial benefit a few individuals.

Either gondola ride financial benefits the ski resorts and individuals who are contributing very little in relationship to the complete cost

When I think of more severe issues that we have in our city liike our schools need more funds and housing options are limited for the underprivileged, I wonder why we are spending billions to fix a traffic/parking issue that happens a few days a year. I when we market the gondola as it will attract new people to come ski, I question why are we doing this if the mountains are already full. Gondola makes no sense to me on multiple options. If you are solving the traffic problem. Solve it for the whole year not just a few days.

COMMENT #: 585
DATE: 1/10/22 8:29 AM
SOURCE: Website
NAME: Julia Wylie

COMMENT:

Gondola for the future of the Canyon, the future of skiing, the environment and wildlife and our future/our children.

COMMENT #: 586
DATE: 1/10/22 8:30 AM
SOURCE: Website
NAME: Tom Barber

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 587
DATE: 1/10/22 8:32 AM
SOURCE: Website
NAME: Christian Hammerly

COMMENT:

Destroying boulders in LCC to make way for a Gondola would be tragic. As an out-of-state climber and skier, both of LCC's recreational resources should be preserved and protected.

COMMENT #: 588
DATE: 1/10/22 8:33 AM
SOURCE: Website
NAME: [Emmy Lowe](#)

COMMENT:

You should not put this money into roads... adopt the same gate title of city creek. Close the upper gate in even or odd days just for bikers and hikers and runners...
Use the money to invest in trails elsewhere so we can expand the usage and have more availability of trails in alternative locations to eliminate congestion in Millcreek."

COMMENT #: 589
DATE: 1/10/22 8:39 AM
SOURCE: Website
NAME: David Grainger

COMMENT:

Let's not forget the ultimate goal for the EIS and transport project/study is NOT feeding ski area revenue nor selfish private interests. This is highly valued multiple use public resource. Diverse public use and access must be preserved while retaining the natural beauty the canyons foremost. This is NOT a ski area project and needs to consider public access for all users. Ski areas have over-committed to lift capability (and profit) and under-delivered to public access. Hence, if less people at any one time are restricted access, but have multiple use options, super. I do not favor destroying our canyons' beauty as a public resource in order to get a few more skiers up the canyon in a 1-hour commute time for a heavy ski day. That's a ski area problem that they are making our public access problem for canyon use. Why is this more about ski resorts, and not about year-round public use and year-round environmental protection? Take a holistic approach to the public user/consumer problem in the canyons instead of a resort-focal proposition favoring for-profit corporations. 1. All canyons should require user permits for any/all uses to subsidize public services. 2. Buses should be given ultimate transport priority with express service, express lanes, and some with regular stops at all climbing, hiking and non-ski area destinations. 3. Cars should be limited daily by quota and placed behind buses in traffic priority. 4. Car pools should be prioritized ahead of single drivers. This is how a civilized world does it. Gondolas and trams do not fix the road parking and access problems - they simply ship more people to an already-abusive, over-served resort community. Put more buses first under strict canyon car user permits and car quotas for several years, assess the outcomes and mull other more expensive selfish and outlandish solutions after doing the simpler, easier experiment.

COMMENT #: 590
DATE: 1/10/22 8:41 AM
SOURCE: Website
NAME: Michael Sweeney

COMMENT:

Very comprehensive report, keep up the good work!

COMMENT #: 591
DATE: 1/10/22 8:43 AM
SOURCE: Website
NAME: Chris Gregory

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 592
DATE: 1/10/22 8:46 AM
SOURCE: Website
NAME: Andrew Weuling

COMMENT:

The local climbing community appreciates that our concerns are being more addressed in the revised EIS. The impacts of the gondola alternatives are quite severe relating to the climbing area which, after almost a century of use, could be considered cultural artifacts. One major facet of the issue is privacy and serenity. The EIS states that because the car noise is already present at the boulders the added noise of the gondola is not a concern. However, car noise is something we as a society have tuned out subconsciously, the hum of a gondola is not as easy to tune out. A large issue, privacy, applies to all climbing routes in the canyon. Quite simply climbers will have the eyes of the world on them as gondolas full of tourists pass by. This will cause a couple issues; climbers can be uncomfortable with an audience and freeze up. Climbers could gain “Kodak courage” and take bigger risks to show off. Climbers could also express their frustration with the gondola with life gestures or actions. Relocation of boulders to preserve the problems is noble cause but unlikely to be successful. The relocation would require the Boulder be in the same orientation as before for the hand and footholds to work the same, that is a very difficult engineering challenge to add to moving the Boulder undamaged. Finally there's the simple fact that this greatly impactful intervention only solves winter traffic. Summer traffic is exponentially lower in the summer yet the gondola would still victimize climbers whom are summer users not contributing to the traffic problem. We support the lower impact expanded bus service options and hope UDot leans more towards this option. Thank you for your time and efforts to solve traffic issues in the canyon.

COMMENT #: 593
DATE: 1/10/22 8:48 AM
SOURCE: Website
NAME: Robert Hitchcock

COMMENT:

A gondola will serve mostly a select few who want to monetize Little Cottonwood Canyon. It will drastically alter the beauty of one of the most iconic canyons in the state. There are far better solutions than this. Take the development blinders off and reach for a solution that serves the citizens not the ski areas.

COMMENT #: 594
DATE: 1/10/22 8:54 AM
SOURCE: Website
NAME: Mark Pugliese

COMMENT:

Grit Mill and the Alpenbock loop contain literally some of the most sought after rock climbing in the country. It is a tremendous resource for locals to recreate and attracts climbers from all over to SLC. This would be a horrific loss for the community.

COMMENT #: 595
DATE: 1/10/22 9:00 AM
SOURCE: Website
NAME: Eric Brown

COMMENT:

tram and snow sheds all the way

COMMENT #: 596
DATE: 1/10/22 9:00 AM
SOURCE: Website
NAME: Corey Lee

COMMENT:

Based on my review of the revised draft of Chapter 26 in the Draft Environmental Impact Statement, in addition to data provided by the Salt Lake Climber's Alliance, I contend that the enhanced bus service alternative is the best solution to the problems this project seeks to address. This alternative avoids the significant economic and environmental impacts of other alternatives (specifically, the road widening alternative and the development of a gondola).

In the school district where I work, we use a response-to-intervention model of service delivery. In this model, we begin with less intensive interventions at Tier 1, and if those interventions are unsuccessful after a specific amount of time, then we begin implementing more targeted interventions at Tier 2. It makes sense for UDOT to follow a similar structure: before implementing intrusive, expensive, and even harmful alternatives, we should attempt less intrusive interventions and determine the impact of those interventions on the problem.

Additionally, in conducting a cost-benefit analysis, we should also consider who benefits from a gondola or road-widening option. Of course, the private resorts in Little Cottonwood Canyon would benefit, especially when taxpayers are funding the proposed UDOT alternatives. I would argue that people who recreate in the canyon regularly--climbers, hikers, mountain bikers, etc.--do not benefit from either of these options. From a year-round perspective, these intrusive options make even less sense.

Personally, the enhanced bus alternative would benefit me the most. This alternative makes less of an impact on my personal pursuits. I go climbing in the canyon on a frequent basis, and both the gondola and the road widening option risk my access to hundred of boulder problems. Other climbers I know have made similar comments. As the premier climbing hub of the United States, Salt Lake City is attracting more and more climbers every year. Climbing is only continuing to grow as a sport, and more people will inevitably seek out Salt Lake City for its wonderful climbing. It would be harmful to jeopardize access to the climbing in Little Cottonwood Canyon, which people utilize throughout the entire year for recreation.

COMMENT #: 597
DATE: 1/10/22 9:02 AM
SOURCE: Website
NAME: Dennis Pruzan

COMMENT:

Please carefully read the SLCA's and other outdoor organizations comments when considering the options. Before spending ~\$500 million tax-payer dollars on a gondola that serves a single canyon, please prove that less obstructive options do not work. Make the buses more frequent and accessible - huge infrastructure in the canyon that irreparably affects the world-class recreation that exists there is not the answer. Thank you!

COMMENT #: 598
DATE: 1/10/22 9:03 AM
SOURCE: Website
NAME: Andy Rich

COMMENT:

I'm for enhanced bus service with the peak lane. I also support both mobility hubs, snow sheds with realignment, and trailhead enhancements with roadside parking allowed. I do not support widening Wasatch blvd. please please do not make the gondola.

COMMENT #: 599
DATE: 1/10/22 9:12 AM
SOURCE: Website
NAME: Joe Spataro

COMMENT:

I'm fully behind a solution such as a gondola or a railway and I don't favor road widening under any circumstance. It would be great if the gondola stopped elsewhere in the canyon during the summer months and it should accommodate people with bikes seasonally.

COMMENT #: 600
DATE: 1/10/22 9:15 AM
SOURCE: Website
NAME: William Gifford

COMMENT:

The proposed Little Cottonwood Canyon gondola is solution in search of a problem. LCC traffic is only severe on a handful of days each year. Alta's new parking reservation system has dramatically improved the traffic situation this year. We should try solutions such as this, as well as improved bus service (a DIRECT BUS TO ALTA would be nice), before building an expensive, invasive gondola in this fragile canyon landscape.

COMMENT #: 601
DATE: 1/10/22 9:23 AM
SOURCE: Website
NAME: James Wright

COMMENT:

Please don't permanently mar the beauty and natural environment of LCC with a hasty attempt to create tourism revenue. Do not build a gondola.

Let's jointly explore and exhaust low footprint options like fees for access, car pooling, bussing, and better human management before massively expensive and impactful construction projects.

COMMENT #: 602
DATE: 1/10/22 9:25 AM
SOURCE: Website
NAME: Hayden James

COMMENT:

I am strongly opposed to road widening and the gondola. It makes sense to start with the least invasive approach to managing the crowds. An extended bus service makes the most sense. Additionally, it would be advantageous to run busses through the summer as well.

COMMENT #: 603
DATE: 1/10/22 9:27 AM
SOURCE: Website
NAME: Aden Parker

COMMENT:

The enhanced bus system alternative should really be the only option. It has already been proven to work in other national parks and ski areas, and is very low impact to the environment. The gondola, cog rail, and road widening options cause irreversible and extreme damage to the canyon, and to the incredible climbing in the Alpenbock Loop and Grit Mill trailhead. Hundreds of boulder problems have been destroyed over the years due to quarrying, and it is a seriously devastating blow to the climbing community. These boulders are one of a kind and have a long history...climbers come from all over to enjoy these incredible problems right off the road. I have made dozens of friends from hanging out at these boulders. Please don't take this away from us!

COMMENT #: 604
DATE: 1/10/22 9:27 AM
SOURCE: Website
NAME: Marni Epstein

COMMENT:

I do not believe that the revised guidelines are substantially different and the proposals will still have extremely harmful effects on the canyon, wildlife, and other sports such as hiking, climbing, bouldering, and backcountry skiing. Grouping Alpenbock Loop Trail, the Grit Mill Trailhead, and the area between the two as a single Section 4(f) resource does not diminish the damage that will be done to the canyon under both proposals. Before either massive project is funded, I would like to see improved bus services, which may help decrease traffic without causing irreplaceable damage to the canyons. If proper ski busses, meaning buses with racks to place skis and snowboards on the outside, were offered at a reasonable price and ran extremely frequently, I believe that traffic would decrease, particularly if parking prices increased. This simple alternative should be properly funded and tried before enormous amounts of money are handed over, serving only the ski resorts, causing permanent damages to the canyon.

COMMENT #: 605
DATE: 1/10/22 9:29 AM
SOURCE: Website
NAME: Tyson Anderson

COMMENT:

Please consider adding tolls and other means of traffic mitigation before choosing an option that permanently alters the canyon. There are significantly more year round recreational users than the ski resorts cater to and incentivizing a program that benefits only the resorts is disrespectful to the other users of the canyon.

COMMENT #: 606
DATE: 1/10/22 9:31 AM
SOURCE: Email
NAME: Suzanne Mahre

COMMENT:

No gondola!!!!!!

COMMENT #: 607
DATE: 1/10/22 9:32 AM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

According to the DEIS there will be “privacy impacts related to being viewed by passengers in the cabins as they pass by” at the Tanners Flat campground. The gondola will greatly negatively impact attributes of campground and invasion of people’s privacy. I am strongly opposed to invading people’s privacy and the gondola.

COMMENT #: 608
DATE: 1/10/22 9:32 AM
SOURCE: Website
NAME: Derek Trepanier

COMMENT:

I am a year round user of LCC. In the winter I'm skiing and the rest of the year I'm climbing. I am disappointed that such impactful alternatives are even being considered before easier to implement and less impactful solutions, like increased bus service.

I agree 100% with the Salt Lake Climbers Alliance's statement: "Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made."

COMMENT #: 609
DATE: 1/10/22 9:34 AM
SOURCE: Website
NAME: Lise Brunhart

COMMENT:

No gondola...it's too impractical.

We are so many people now, that a train is the only viable, sustainable solution for LCC transportation. It's expensive time-consuming, but once it's in place, everyone takes the train.....just like Wengen in Switzerland.

COMMENT #: 610
DATE: 1/10/22 9:38 AM
SOURCE: Website
NAME: Natalie Bennion

COMMENT:

Please remove the gondola and cog rail from consideration and proceed with an enhanced bus option. The gondola and cog rail would forever change the look and feel of the canyon and would look terrible. Not to mention the astronomical cost of the gondola (buses would be much less expensive and close to as efficient).

COMMENT #: 611
DATE: 1/10/22 9:38 AM
SOURCE: Website
NAME: Scott Sabey

COMMENT:

BUILD THE GONDOLA!! I wish people were more open-minded and investigative before making their knee-jerk decisions. No one complains about the tram at Snowbird, or the trams all over Europe - because they work well and are far less intrusive than huge roads.

COMMENT #: 612
DATE: 1/10/22 9:41 AM
SOURCE: Website
NAME: Ben Neilson

COMMENT:

I am firmly against the addition of a gondola too Little Cottonwood. It will do irreversible damage to the climbing areas that I moved to Salt Lake to access. I just bought a house in Salt Lake City in large part for that canyon. I am also a back country Skier who uses that canyon in the winter and would much preferred an enhanced buss system. \$500 million to help two ski resorts get better access for the "busy days" of winter totaling less than 30 days of the year at the cost permanent negative impact of the canyon for the rest of recreations is ludicrous. Please find a better solution that better serves EVERYONE.

COMMENT #: 613
DATE: 1/10/22 9:41 AM
SOURCE: Website
NAME: Yaraslau Kaushovik

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 614
DATE: 1/10/22 9:42 AM
SOURCE: Website
NAME: Anthony Martinez

COMMENT:

No gondola, enhanced parking and bus service. No public funded gondola.

COMMENT #: 615
DATE: 1/10/22 9:42 AM
SOURCE: Website
NAME: Brenna King

COMMENT:

While I agree that action to clear SLC's air is essential, there are so many factors that play into this. The best option for LCC at this time is the road widening. Little Cottonwood is a natural wonder with so many activities available throughout. The least impactful plan is to widen the road. This will affect less of the world class climbing that is up the canyon. Even better still would be a shuttle system that is either hybrid or electric. So many places in the world such as Zion, require use of transit to use the area. LCC would benefit so much from this. Not only creating even more access to all of the amazing offerings, but by clearing our air. So many underserved communities get resources to public transportation as their one way of getting around, and this could be expanded to our canyons. If there are multiple stops along the way, climbers, skiers, hikers, and families could all enjoy a scenic shuttle ride while making an environmental impact. The issue with having a small shuttle system or a gondola is if it is not REQUIRED, people will always opt for the most convenient option which is driving their own car. We need alternative transportation, and it must be the main, and most convenient way to access the canyon!

COMMENT #: 616
DATE: 1/10/22 9:46 AM
SOURCE: Website
NAME: Matt Neborsky

COMMENT:

No gondola. Snow sheds are the move.

COMMENT #: 617
DATE: 1/10/22 9:46 AM
SOURCE: Website
NAME: Anthony Martinez

COMMENT:

No extra lane on wasatch, people will drive 70mph., you will destroy the bike lane and make wasatch a dangerous hazard. No gondola. More parking and buses.

COMMENT #: 618
DATE: 1/10/22 9:47 AM
SOURCE: Website
NAME: Steven Summers

COMMENT:

Don't you think it's a good time to announce who owns the property around the base of the Gondola?

COMMENT #: 619
DATE: 1/10/22 9:48 AM
SOURCE: Website
NAME: James Grenke

COMMENT:

I believe the road should remain as is, with no gondola. This would negatively affect the use of LCC for all. Electric bus systems should be looked into.

COMMENT #: 620
DATE: 1/10/22 9:49 AM
SOURCE: Website
NAME: Brian Caballero

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 621
DATE: 1/10/22 9:51 AM
SOURCE: Website
NAME: Brittany Bickley

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 622
DATE: 1/10/22 9:54 AM
SOURCE: Website
NAME: Shad Boswell

COMMENT:

Please leave Little Cottonwood Canyon as is! The proposed commuting changes are unnecessary and only serve a small population of people for only a few months of the year. Consider increasing the use of already developed public transportation such as buses or implement a heavy toll for parking at the resorts in the winter, or both! Little Cottonwood Canyon is home to some of the best climbing and trail networks in the entire country. The climbing community loves LCC and it is a place where people can go to enjoy the outdoors. The proposed changes will only diminish the outdoor access to LCC. Please! No gondola! No road widening!

COMMENT #: 623
DATE: 1/10/22 9:58 AM
SOURCE: Website
NAME: Branden Michelkamp

COMMENT:

I think the only option presented thus far that makes sense for a canyon traffic solution is the enhanced bus service. Spending \$3B on a fair ride that takes 2x and long to get up the canyon and requires multiple stops is not a solution. Please try something cheaper first before we go crazy spending billions of tax payer dollars on outdated gondola technology. If you are going to put in a gondola at least build one using the best technology so it gets us up to the resort in a more reasonable time. Build a garage and have the busses pick up at one location if you are expecting people to get on a bus after parking just to get in a line to load a gondola and then sit on said gondola for another 40 min you are asking someone to have a 2 hour commute from their apartment downtown to get to a resort they can drive to in 35/40 min most days of the season. Just take a moment to think about that before installing a fair ride for the resorts. We all know that's who's lobbying for this circus.

COMMENT #: 624
DATE: 1/10/22 10:00 AM
SOURCE: Website
NAME: Jennilyn Tockstein

COMMENT:

The resources of the Alpenbock Loop trail and Grit Mill trailhead are separate resources, and should be treated as such. Although in a prior study they were analyzed together as one resource, that combination is inappropriate in assessing traffic changes in LCC. Both areas are accessed separately in the canyon, and have different impacts on the canyon. The resources accessed are different, and there is historical value at these sites that will be negatively impacted by the proposed alternatives. The negative impacts on recreational, historically valuable, and culturally significant sites in this area should not be analyzed together for a de minimus impact.

Also, the potential to remove 5% of boulders in what is arguably the areas most valuable bouldering area is a significant loss to the climbing recreation in the area. The bouldering developed in the area remains as significant not only in the recreation industry but as a hub and culture attraction and center for the climbing community. The gondola option in particular would effect over 30 established climbing routes. The quantity of climbers that utilize these routes all seasons of the year would need to be assessed. Also, decreasing the parking at the LCC park and ride (Alpenbock trailhead) would negatively impact all recreational users. Parking there to carpool up the canyon to hike, trail run, or rock climb is common practice and would effect the greater community of our valley. Additionally, runners and hikers would be negatively impacted year round with less access (parking) to the trails used year round.

The impact on these resources is not in compliance with 4f, and more research would need to be done to determine the rippling effects on these culturally, historically, and recreationally valuable resources.

COMMENT #: 625
DATE: 1/10/22 10:09 AM
SOURCE: Website
NAME: Amy Stephens

COMMENT:

No gondola!!!! Let's put money into improving Canyon shuttles rather than building a giant permanent structure that has long term impacts on our views and environment. Keep our mountains pure!!

COMMENT #: 626
DATE: 1/10/22 10:10 AM
SOURCE: Website
NAME: Jesse Grupper

COMMENT:

This climbing that will be impacted is a historic resource to me. As a frequent tourist to Utah having this access to climbing is essential to my desire to visit. Please protect the climbing that could be destroyed by this plan.

COMMENT #: 627
DATE: 1/10/22 10:11 AM
SOURCE: Website
NAME: Dan Wheeler

COMMENT:

I am opposed to the tram. I suggest enhanced bus service be utilized during the busy winter seasons.
Thank you.
Dan Wheeler

COMMENT #: 628
DATE: 1/10/22 10:11 AM
SOURCE: Website
NAME: Fischer Wells

COMMENT:

Gondola Alternative B seems best of what is proposed thus far. But if there is a way to not lose even 1 boulder, that would be best. I know that we can figure it out.

COMMENT #: 629
DATE: 1/10/22 10:14 AM
SOURCE: Website
NAME: Jim Nobles

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 630
DATE: 1/10/22 10:14 AM
SOURCE: Website
NAME: Taylor Currier

COMMENT:

I am glad to see more alternatives listed in the revision. I think some of the alternatives in section 26.3.2.2 would be good options to consider. I do not approve of any of the gondola options. The Wasatch blvd and mobility hub sub alternatives are great options because they develop areas outside of little cottonwood canyon. Development in the canyon should not impact other forms of recreation for the benefit of ski resorts. The trailhead parking sub-alternative is promising because it expands access to multiple user groups like skiers, climbers and hikers. I do not approve of the no winter parking sub-alternative because parking is already becoming more difficult for backcountry skiers near Alta. Please take these comments into consideration and include them in the EIS.

COMMENT #: 631
DATE: 1/10/22 10:16 AM
SOURCE: Website
NAME: Thomas Chandler

COMMENT:

To whom it may concern,

I am a 23 year resident of SLC, and for that entire time I've been a regular visitor to Little Cottonwood in all seasons as a hiker, climber, boulderer, backcountry skier and resort skier. I've also advocated on behalf of the canyon's climbing resources as a board member of the SLCA.

I am in favor of reasonable changes to LCC to improve the safety and traffic situation, but I remain skeptical that the full scope of the problem is being addressed. By that I mean I still think there are two glaring omissions to this whole process. One being the absence of an overall capacity survey of how many people the canyon and ski areas can handle while still retaining a decent visitor experience. This boils down to the horrible experience of driving to ski areas, as well as trying to get on a bus, only to arrive at one of the ski areas to find extremely long lift lines. Is this how we want people (locals and visitors alike) to think of us - overcrowded and with a poor ski experience?

The second is the absence of a comprehensive multi canyon plan, as it's clear that Big Cottonwood has the same traffic and parking issues. I would much rather see how this all fits together to address the issues in both canyons.

If we understand and place limits on the canyon's capacity with a focus on sustainability of the environment and the users's overall experience, and then craft transportation (and ski marketing!) solutions based that, this whole attempt would make a lot more sense and the Utah (ski) brand would be significantly elevated.

I remain against the Gondola for its unacceptable alteration of the canyon's unique character and its narrow scope of who it serves (the ski areas and Utah's Olympic bid). I also do not consider destruction of roadside climbing resources a viable option.

We need to focus on non-destructive, enhanced bussing along with limits on canyon capacity as a first step. We all must make sacrifices and the ski areas should bear the brunt of that as it's clear that a majority of residents are opposed to the current alternatives.

thank you
Tommy Chandler

COMMENT #: 632
DATE: 1/10/22 10:20 AM
SOURCE: Website
NAME: Michael Campian

COMMENT:

I believe that we need to exhaust all other options to improving flow of traffic in little cottonwood cayon before even considering either of these two options. These option will significantly impacted other recreation that are not skiing such as climbing and hiking. I believe that we should not cave to the ski resorts in determining which helps there bottom line and tourists versus the year around impacts that would be had on the local community. Thanks for your consideration in this project.

COMMENT #: 633
DATE: 1/10/22 10:22 AM
SOURCE: Website
NAME: Dain Smoland

COMMENT:

I'm a local resident, business-owner, rock-climber and snowboarder. I stand behind the Salt Lake Climber Alliance's detailed detailed comments. To that end, I strongly encourages that a new, less impactful alternative be identified as part of this NEPA process and that the two Preferred Alternatives be eliminated from further consideration due to the adverse impacts to 4(f) climbing resources.

COMMENT #: 634
DATE: 1/10/22 10:27 AM
SOURCE: Website
NAME: Matt Robbin

COMMENT:

The climbing areas located between the Alpenbock Loop Trail and Grit Mill Trailhead are among the most coveted climbing resources in the Salt Lake area. To lose them would be devastating to the climbing community. As a result, I am in favor of the Enhanced Bus Service alternative as there are no roadway enhancements to this area required for this alternative.

COMMENT #: 635
DATE: 1/10/22 10:32 AM
SOURCE: Website
NAME: Jess Powell

COMMENT:

Thank you all for making revisions to the proposal for the future of LCC. The revisions in chapter 26 definitely show that the UDOT team learned and had to acknowledge that the community really values the natural assets in LCC, however, there are still major oversights that the revisions do not address. As someone who lives in Sandy, Little Cottonwood Canyon is a sacred resource for me. It's where I go to find peace, solace, and the chance to recenter. The trails, river, and rock in the canyon are absolutely pristine, and I am so grateful to utilize this resource on a regular basis. Because of its importance, I must leave another comment for the EIS Report. Chapter 26 revisions continue to underestimate the major negative impacts on the natural beauty of the canyon and the health of the environment. The conclusion that the gondola would have no noise impacts (while not even addressing the visual impacts) is ridiculous - the gondola would be disruptive to the natural environment of the canyon through noise and especially through visual impacts. As someone who lives in Sandy and drinks the water from LCC, I also feel that the revisions downplay the cumulative watershed impacts that 10 years of construction would have. Either proposal in this project would not only mar the natural beauty of the canyon but have major negative impacts on the water quality and environment. While I appreciate the revisions made by the UDOT team, they are not enough. Before we resort to projects that will forever change the canyon, cost millions of dollars and decades of time, we should definitely try less destructive options such as an enhanced bus system and canyon tolling Thank you.

COMMENT #: 636
DATE: 1/10/22 10:38 AM
SOURCE: Website
NAME: Jaron Earle

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttruss property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 637
DATE: 1/10/22 10:45 AM
SOURCE: Website
NAME: Jess Powell

COMMENT:

I was happy to see the enhanced protections for LCC in the Chapter 26 revisions, however, as a climber, I must say they are not enough. The revisions continue to downplay the implications for world class climbing resources (for at least 40 boulders) and also fails to recognize the significance of the Gate Buttrass (and other climbing areas) to the local climbing community. The climbing in Little Cottonwood Canyon continues to be a keystone for the local climbing community, and is the most common outdoor climbing area for our growing community. As an employee at a local outdoor climbing company, Black Diamond Equipment, the canyon climbing is a huge resource for developing and testing our gear, not to mention a huge reason for sales of our gear here in Salt Lake City. The outdoor resources are a main draw for folks moving to the area, which in turn has major impacts on our local economy. If we react so cavalierly to one of our greatest assets, the community will have to come to terms with the fact that the local representation in Salt Lake City does not value the outdoor resources the same way climbers do. If UDOT cannot choose options that protect and support the local outdoor community (including the outdoor industry which offers thousands of jobs), the repercussions will be felt throughout the entire area. The community and leadership of Salt Lake City values the natural resources in the area, and the comments during the first period show that. Please explore less destructive options before we move forward changing the canyon forever, ruining the natural environment, destroying the local climbing, and costing millions of dollars. Thank you.

COMMENT #: 638
DATE: 1/10/22 10:46 AM
SOURCE: Website
NAME: Charlotte Figgins

COMMENT:

This comment is in response to the revisions to Chapter 26. These revisions still significantly underestimated the impacts this proposal would have on the natural environment of Little Cottonwood Canyon aesthetically, biologically, and ecologically. The revision still downplays the implications for world-class climbing and the ability for Utah to continue some of the best eco-tourism for climbing. The conclusion that the Gondola would have no noise impact and ignores all visual impacts altogether is extremely inaccurate, as the amount of time spent in construction on this obviously has noise significance as well as the visuals of natural landscapes being ripped down and obstructed during and after the gondola automatically contradicting this revision piece. Not to mention the natural watershed in LCC being detrimentally impacted, potentially forever, from the next 10-15 years of construction on this project. Forget domestic dogs being prohibited from entering Little Cottonwood Canyon, how about the huge contamination impacts of major construction to the natural landscape? Finally, there is no recognition of the significance of the Gate Buttress and other areas that would be permanently changed, damaged, and destroyed..

COMMENT #: 639
DATE: 1/10/22 10:58 AM
SOURCE: Website
NAME: Andrew Grimes

COMMENT:

Not only will numerous trees removed and land be cleared for the structures supporting the gondola, but all the ground must be cleared under the path of the cables. This will result in a huge scar in Little Cottonwood's beautiful forests that may never go away.

COMMENT #: 640
DATE: 1/10/22 10:58 AM
SOURCE: Website
NAME: Bailey Hicks

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 641
DATE: 1/10/22 10:59 AM
SOURCE: Website
NAME: Jesse Williams

COMMENT:

I support that the final plan considers the recreation resources referred to as Alpenbock Loop and Grit Mill Climbing opportunities and including the trailheads, trails, and climbing resources (boulders and vertical routes) that are accessed from either trailhead- be evaluated as a single 4(f) recreation resource. I support the enhanced bus service and parking areas as the preferred solution to canyon transportation.

COMMENT #: 642
DATE: 1/10/22 11:00 AM
SOURCE: Website
NAME: Colby Lapidus

COMMENT:

I oppose both the gondola and road widening alternatives. Irreversible damage will be done to the canyon for alleviated traffic on only a few weekends per year. Increase bus service and increase secure parking at park&rides for said bus service. This is purely a money grab by resorts that stand to make millions off of taxpayer money.

COMMENT #: 643
DATE: 1/10/22 11:00 AM
SOURCE: Website
NAME: George Vargyas

COMMENT:

UDOT Revised chapter 26 revision underestimates noise impacts from a proposed gondola. Being anywhere near a mechanized lift creates unnatural noise and distraction for hikers, bikers, picnickers, and climbers. The visual impacts will be tragic and destroy the natural landscape for most visitors wishing to escape the distractions of the city. Road widening also negatively impacts natural resources. The Gate Butress 140 acre analysis is incomplete. The outrageous public expense is unacceptable. The construction timeline (2-3 years) will hamper public access for much too long for an ultimate undesirable outcome.

Just toll the road, restrict single occupancy vehicles at peak times and make the bus free and more frequent with generated proceeds. Thank you.

COMMENT #: 644
DATE: 1/10/22 11:08 AM
SOURCE: Website
NAME: F Alta

COMMENT:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."

COMMENT #: 645
DATE: 1/10/22 11:11 AM
SOURCE: Website
NAME: Kathryn Chabal

COMMENT:

I appreciate your recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource; however, I would like to point out the fact that UDOT's Revised Chapter 26 inaccurately underestimates the actual significant impacts that road widening or a Gondola would impose on the Alpenbock Loop and Grit Mill climbing resources. Specific impacts include:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would impact climbers and other recreators.
- The Revised Ch. 26 analysis fails to address and recognize the overall significant and negative impacts the Shoulder Lane or a Gondola would have on the overall environment and aesthetics contributing to the Alpenbock Loop and Grit Mill climbing resources' special value.

Further, neither proposal service provides public transit options for climbers. Both proposals will cost an unacceptable \$500 million+ in construction costs alone.. UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Butress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete. Less impactfully options exist. Try those options before detrimentally altering the climbing resources in Little Cottonwood Canyon forever.

COMMENT #: 646
DATE: 1/10/22 11:19 AM
SOURCE: Website
NAME: Allison Vest

COMMENT:

The revisions do not take into account the impact on aesthetics and the environment. It also still does not acknowledge the irreversible impact on the long standing history of world class rock climbing in little cottonwood. Something that attracts climbers to salt lake from all over the world. In addition, 10 years of construction would be terrible for the watershed and for climbing over the next few years.

COMMENT #: 647
DATE: 1/10/22 11:23 AM
SOURCE: Website
NAME: Jeff Boyczuk

COMMENT:

Do the right thing. Get rid of this crazy, money-grabbing, corrupt gondola proposal. Now in an effort to be "transparent" you are asking for comments regarding a very specific portion of the total project? All while saying you will only consider comments related to this minor/trivial change? So now you are considering two recreational areas as one. What a waste of everyone's time. What a joke. Please for everyone's sake, take this seriously.

There's a first time for everything.

Sincerely, a Cottonwood Heights homeowner.

COMMENT #: 648
DATE: 1/10/22 11:24 AM
SOURCE: Website
NAME: Andy White

COMMENT:

Is anything being donut accommodate the ice calibers who like access by the water department shed in section six?

COMMENT #: 649
DATE: 1/10/22 11:29 AM
SOURCE: Website
NAME: Alexandria Cantrell

COMMENT:

LCC does NOT need a gondola or road widening!! Do not do anything to harm the watershed or the canyon. These proposals do not take into consideration the natural aesthetic of the canyon, environmental impacts of construction, wildlife and other recreation in the canyon. LCC is home to hundreds of world class boulders. People come from all over the world to climb them, and is a home for many local climbers. Furthermore, the gondola only benefits one group of recreational users-skiers- and would likely go unused in other months. People will still drive because it's convenient. Plus, the traffic is only bad for a couple hours on very busy days. It's really not the emergency everyone is making it out to be.

SOLUTIONS THAT MAKE SENSE:

Up UDOTs presence in the canyon on snowy days to check cars/tires.

Leave the 4x4 lights on all day if there is chance of snow later on when people may be driving down to discourage 2WD from going up the canyon.

Toll the road in winter only, have the price be dependent on how many cars are in the canyon. (If the canyon is empty, make it free. If the canyon is full, make it \$20) Then have funds go to road maintenance and avalanche mitigation efforts in winter.

AND

Build a bus stop on the south side of the road, and a bridge from the current park and ride over to the other side. Have a bus system that only stays in the canyon during the ski season (in addition to the current bus routes that continue into the valley!) The route should go from Park and ride to snowbird to Alta and back. There is currently no parking situation that makes sense for the bus to be realistic in the canyon. A bus that stays in the canyon should've been implemented a long time ago.

NO GONDOLA, NO ROAD WIDENING

COMMENT #: 650
DATE: 1/10/22 11:30 AM
SOURCE: Website
NAME: Taylor Ziegler

COMMENT:

Information from a friend that went to dinner with the governor: the governor announced that the gondola will be happening regardless of public opinion.

This is an absolute outrage. We must protect LCC!

COMMENT #: 651
DATE: 1/10/22 11:32 AM
SOURCE: Website
NAME: MaryAnn Wright

COMMENT:

There are many mangement tools that can effect change in drivers going up LCC. Pouring concrete and tearing up habitat is not one of them. I object to a gondola and widening of the road.

COMMENT #: 652
DATE: 1/10/22 11:34 AM
SOURCE: Website
NAME: Amanda Theobald

COMMENT:

I do not think we should add additional rail, trolley, lifts or major infrastructure up cottonwood canyon. It makes major changes to the wildness, beauty and access of our canyons for mostly ski resorts on a limited number of days. As someone who bikes up the canyon, and gets into the backcountry all summer I do not think prioritizing single user car traffic to get to the ski resorts on powder days is worth the cost financially or the loss of wilderness in the canyons, is worth it. I think shuttle systems, and widening the road for e-bikes, and bikes is a better solution.

COMMENT #: 653
DATE: 1/10/22 11:37 AM
SOURCE: Website
NAME: Jason Holmberg

COMMENT:

Please consider other alternatives to the the current proposals. These proposals will change the face of LCC forever. LCC is an icon in the climbing world and make Salt Lake City a destination for visitors from around the world. The proposed changes will forever change the world of climbing and out beautiful Little Cottonwood Canyon.

COMMENT #: 654
DATE: 1/10/22 11:50 AM
SOURCE: Website
NAME: Allan Payne

COMMENT:

I favor the tram idea. I worry about the access from the Sandy side. Why not put the terminal at the top of 9400 south at the SE corner of Wasatch blvd.

COMMENT #: 655
DATE: 1/10/22 12:03 PM
SOURCE: Website
NAME: Neal Gerber

COMMENT:

After looking at the chapter 26 revision it is interesting to once again see how other recreational activities are slighted in the name of big business. It is good to see that after the initial comment period UDOT recognized that the climbing and hiking exist in the canyon but is incredibly disappointing to see that it is still considered insignificant. UDOT is completely mis representing the impact that all of these alternatives will have on the climbing and who are they to decide if a recreational opportunity is less important than another one. The destruction of world class climbing boulders for the sake of making the ski resorts more money should be unacceptable and would do irreparable damage to Salt Lake City's image as an outdoor mecca. It would do nothing but show that money is more important than outdoor resources. The revisions also understate the impact that these projects will have on the beauty of these natural resources. A gondola passing over the trails or in the line of sight directly detracts from the experience of people recreating on these resources. I also think it is understated how 10 years of construction would affect this natural environment and our watershed. I implore UDOT to explore less invasive methods first rather than go for the hail mary which they believe to be the solution.

COMMENT #: 656
DATE: 1/10/22 12:06 PM
SOURCE: Website
NAME: David R. Penelope Smith

COMMENT:

We had previously submitted comments on the Little Cottonwood Draft EIS on Aug. 31, 2021. These comments focused primarily on the fiscal cost of the preferred alternatives (gondola and enhanced bus) and the fact that both of the alternatives would benefit only one user group (developed ski area customers) as the alternatives would only serve the two developed ski areas and only run during the ski season. Thus, while being financed by the public at large, they would not benefit the general public.

We have more recently become aware that these alternatives will adversely impact dispersed user groups. The adverse impacts effect primarily boulderers/climbers, but will impact hikers as well. Accordingly, we would like to add to our comments.

I (Dave) experienced the recreational resource that is Little Cottonwood in my teens as a hiker and camper. I learned to climb on the cliffs and boulders and spent many happy hours on them! Climbing was my primary recreational focus for over thirty years. It became both my avocation and lifelong career. This intense involvement resulted in my writing Wasatch Granite-A Rock Climbing Guide (Wasatch Publishers 1977) which was an early climbing guidebook to the routes in Little Cottonwood and Bell's Canyons. My wife Penny joined me in doing a number of routes in Little Cottonwood as well as hiking many of the trails and doing a number of the ski tours. Thus, we're very aware of the year-round recreational resource that Little Cottonwood offers. We are also active lift skiers, but do far more than just lift ski.

Climbing has experienced dramatic growth since the days of my early involvement, and climbers have focused as much in recent years on bouldering as on routes on the bigger cliffs. Data developed by the Salt Lake Climber Alliance (SLCA) has documented that the gondola alternative will eliminate 35 boulders with 142 boulder "problems" and that the enhanced bus alternative would eliminate 29 boulders containing some 131 problems. Furthermore, reductions in parking at the Gate Buttress would further reduce what is already frequently inadequate parking there. The draft EIS Revision's finding of "de minimus" impacts to the climbing resource indicates a woeful lack of knowledge on the part of UDOT on use of and the value of the climbing resource!

UDOT's preferred alternatives focus on and will benefit only one user group: developed ski area customers. They will not benefit backcountry boarders/skiers, mountain bikers, hikers, or snowshoers; and they would have significant adverse impacts on boulderers/climbers -- and all this at a fiscal cost of over a half billion dollars for either alternative. Furthermore, the environmental costs including visual impacts and water quality reductions due to construction are staggering! UDOT should scrap the Draft EIS's Preferred Alternatives and start over with the goal of a transportation system that will benefit all user groups and not have the major adverse effects on one user group that the current alternatives would have on climbers. Further, adverse environmental impacts must be minimized. UDOT can and needs to do much better if it expects the public to finance its recommendations.

COMMENT #: 657
DATE: 1/10/22 12:14 PM
SOURCE: Website
NAME: Ryan Suen

COMMENT:

The Revised CH. 26 analysis is woefully incomplete in its analysis and drastically underrepresents the impact the proposed solutions would have on Little Cottonwood Canyon.

The noise and visual impacts a gondola and proposed alternatives would have in the canyon are significantly under represented in the report. As well as the impact of the shoulder lanes on the Alpenbock Loop and Grit Mill climbing areas. While also failing to address the impact on the historic Gate Buttness property.

Moreover Ch. 26 fails to address the concerns of dispersed recreation users as they do not provide public transit options for climbers. As well as costing \$500m+ in construction costs.

Lastly, the 2-3 years of construction time will drastically limit and/or hinder access to LCC climbing and other forms of dispersed recreation.

COMMENT #: 658
DATE: 1/10/22 12:15 PM
SOURCE: Website
NAME: Dean Raynes

COMMENT:

Hello,

The new proposal is going to be fairly heavily impactful for the climbing community here in Little Cottonwood. The most impactful is the expanded bus. But the Gondola has its impacts as well. I am really struggling to see the reason why we need to have an extra lane for buses. What really needs to happen is we need to begin funneling EVERYONE to ride the buses. This would reduce individual cars from being on the roads and reduce traffic and the need for an individual bus lane.

This should happen in a staged approach:

- Begin with charging individual cars to drive up the canyon and make buses cheaper than driving.
- Of course this has to be combined with many many more buses and flexibility to add more buses when needed on peak/busy/snow days as buses are full and users are left at bus stations.
- Eventually you shut down anyone except permitted users (home owners, special employees) from driving up the canyons
- Eventually you can implement similar bus schedule during summer weekends and October Fest.
- Then in the future when it makes sense we can turn the road into a dual use for trains.

We should not continue to pave the canyon or build an eyesore (Gondola) to solve this. And we should consider the summer traffic/parking situation as part of the solution. Maybe its not absolutely necessary right now but it will be with current population growth expectations.

But the buses need to be added and charging individual cars has to be step one. ALL parties, including but not limited to Resorts, UDOT, UTA, Trailhead users (all year), homeowners, need to be included in the solution. Currently you are thinking too narrowly with the resorts and their user group. The solution needs to be longer and wider thinking.

COMMENT #: 659
DATE: 1/10/22 12:22 PM
SOURCE: Website
NAME: Cynthia Yeo

COMMENT:

The enhanced bus alternative seems like the best idea and has the least amount of impact on the climbing in the area. The Cog railway is a good idea but a better implementation would be to have the railway instead of cars and buses, then you wouldn't impact the land by building track on the side of the road. You could also extend this over Guardsman and into Park City. The gondola alternatives are terrible, they impact climbing, and alter the view of the area quite a bit.

COMMENT #: 660
DATE: 1/10/22 12:27 PM
SOURCE: Website
NAME: Phillip Symons

COMMENT:

Please don't destroy the history of little cottonwood climbing for two resorts to make more money. This is not what any of the people outside of the resorts want. Please please please do not build the gondola.

I believe investing in better public transport and possibly a toll to access the canyon, BUT only during the most busy times. Tolling everyone year round would be extremely greedy and would distract from the beauty of SLC.

COMMENT #: 661
DATE: 1/10/22 12:28 PM
SOURCE: Website
NAME: James Thompson

COMMENT:

I have to say that I disagree with UDOT's supposed conclusion that most of the alternatives have only a "de minimus" impact to the historic and recreational resources along Wasatch Boulevard and SR 210. The only way to truly reduce congestion in the canyon (s) is to spend the tax dollars currently/or to be appropriated for the other massive development projects outlined in all of the other proposed alternatives, is to increase bus service not only up into the canyons, but also better bus service from around the valley to get to the canyon mouths. Additionally, there should be a designated trailhead bus that could serve all recreational needs (i.e. trailhead access, historic sites, and climbing areas, etc.) that probably wouldn't have to be as frequent as the ski resort buses, but could maybe run every 2 hours or so--year round! (During the last two years, I have personally seen a dramatic increase in trailhead parking congestion from private vehicles all summer long--even on weekdays!)

COMMENT #: 662
DATE: 1/10/22 12:28 PM
SOURCE: Website
NAME: Christina Di

COMMENT:

This proposal is still UNACCEPTABLE. It will prevent access for numerous other user groups, disrupt the canyon, and does not consider the less extreme option. Increasing volume of busses and making a toll for cars going up the canyon to the ski resorts with expansion of park and ride options, will reduce traffic up the canyon. The toll can help pay for the busses, and will allow for the numerous other recreational activities in the canyon year round. Creation a system where busses are easier and cheaper than driving will significantly reduce the congestion and reduce impact on the overall canyon.

COMMENT #: 663
DATE: 1/10/22 12:34 PM
SOURCE: Website
NAME: Tom Adams

COMMENT:

UDOT,

Thank you for all the hard work put into the multiple plans to improve transportation in LCC while trying to maintain all the reasons people visit the canyon.

As a local who has built his life and profession around the activities found in LCC, I'd like to stress the importance of not destroying our limited recreational resources. While the ski season is important to people around the world so too are the summer activities that happen below the resorts. One sport in particular that is important to me personally as well as our outdoor industry is rock climbing. There is arguably no better place in the world to find an international airport only 25 minutes away from world class rock climbing. It is a reason why businesses like Liberty Mountain, Black Diamond, and Petzl call Utah home. The canyon speaks to the values of our companies as well as the values of our employees. For years LCC was somewhat of a hidden gem but now the canyon is a proving ground for some of the world's greatest climbers including our Olympians. Equally as important is the fact that every new tech company in Silicone Slopes boasts about close to home recreation when recruiting new talent and businesses. Rightfully so the state has been incredibly successful in attracting these businesses (and more) thanks to our world-call close to home recreation. What we need right now is more places to recreate, not transportation solutions that limit the access for many while solely benefitting the few.

No matter your final solution I ask you to limit the impact to rock climbing and all activities below the resorts.

On a separate note, I strongly object to the plan of widening Watch Blvd and maintaining a high speed limit. To date the entire community west of Wasatch from 9400 so to Bangel Blvd is a nightmare for anyone hoping to not use a car to go to the store or our youth to get to school. UDOT has put in some great bike lanes (thank you), but no parent in the right mind would let their kids ride to the park (also on the east side of Wasatch) let alone ride to school. Drivers are only getting faster and many highly distracted by their phones. Further more there is no alternative road to travel north from our community outside of Danish Blvd. That too is littered with hazards from tight roads, blind corners, inconsistent sidewalks, and fast drivers. The new EIS plan for Wasatch Blvd is better but it only includes a protected lane on the East Side of Wasatch with no way for the communities West of Wasatch to safely access it from the West. What makes this frustrating is the residents on the East have bike lanes and safe routes to school, allowing them to avoid Wasatch Blvd. Residents on the East side of Wasatch would like to have good safe alternative transportation solution including a protected pedestrian path and bike lane running on the west side of Wasatch from 9400 so to Bengal Blvd. This would allow our kids to safely ride to school and for parents to ride bikes to the grocery store, etc. From there one can take neighborhood streets to access 7200 or even further into Holiday.

Again thanks for the consideration and the time spent on finding the best solution.

Sincerely,
Tom Adams

COMMENT #: 664

DATE: 1/10/22 12:35 PM
SOURCE: Website
NAME: Kevin Pitsch

COMMENT:

In reference to Section 4(f), I am strongly opposed to the proposed gondola solution and rather, in favor of a phased approach of enhancing bus service. This would provide significant cost reductions plus allow for flexibility during times of required increases in transportation capacity. The huge cost of the proposed gondola is a burden the Utah taxpayers should not have to incur for the benefit of the ski resorts.

COMMENT #: 665
DATE: 1/10/22 12:44 PM
SOURCE: Website
NAME: Pat Pitsch

COMMENT:

UDOT is required to chose the proposal with the least impact to 4(f) resources. With that in mind, they must chose the Enhanced Bus Service over the other 4 preferred alternatives. Or if UDOT is dead-set on choosing between the two "final" "solutions" they must go with the Enhanced Bus Service in Peak Period Shoulder Lane.

COMMENT #: 666
DATE: 1/10/22 12:51 PM
SOURCE: Website
NAME: Vitor Chies

COMMENT:

The Gondola cannot be a seriously considered at this in time. It is a monumental project that would have a permanent negative impact on the recreationalists that do not ski. This proposal exists only to serve the resorts at the top of the canyon. This would not be a service to the community at large. The negative effects to the other recreationalists that frequent these public lands cannot be discounted for the few that might benefit from a gondola. In addition the Gondola serves only to improve movement up and down the canyon on less than 10% of the year. It is far to drastic of a proposal for such a such a relatively small impact on mobility. This is not necessary for marketing purposes either. Utah already boasts some of the best skiing in the country. It is famous for it and does not require further fluff to pump up visitation numbers. UDOT has a lot of smart people working for them. There are other options. I've ridden the bus system several times this year. It works. Thoughtful investment in this existing public transit system can go a long way. Let's get to work on proposing some more realistic options that preserve natural resources for generations to come.

COMMENT #: 667
DATE: 1/10/22 12:51 PM
SOURCE: Website
NAME: Erik Dayvie

COMMENT:

Another advantage of the gondola option B (from lacaille). Looks like that option has the most benefits and least impact.

COMMENT #: 668
DATE: 1/10/22 12:58 PM
SOURCE: Website
NAME: Erin Bowers

COMMENT:

I am strongly opposed to the gondola in any form. I believe that other changes regarding traffic have not even been tried, such as a traffic light allowing a certain number of cars from both approaches, toll booth, enhanced bussing, and actual limitation of use at resorts. I continue to believe that the conglomerate passes are at the heart of this problem, and the ski resorts are all about profit only. There has to be other solutions to mitigate this problem. The gondola will unfairly impact residents living close to it and it is a completely unreasonable and untried expense, in addition to the considerable environmental impact it would cause to the canyon and wildlife.

COMMENT #: 669
DATE: 1/10/22 1:05 PM
SOURCE: Website
NAME: Kyle Daly

COMMENT:

I urge UDOT to adopt the enhanced bus service with no peak period shoulder lane as a solution to traffic congestion on S.R. 210. This solution should be implemented first, as it creates the least impact to our natural and cultural resources, including the Alpenbock Loop and Grit Mill climbing areas. Additionally, I implore UDOT to consider providing bus service to the popular trailheads including Gate Buttriss, Bridge, Lisa Falls and White Pine, to further incentivize bus use among all canyon users.

COMMENT #: 670
DATE: 1/10/22 1:13 PM
SOURCE: Website
NAME: Erik Misiak

COMMENT:

The gondola would be detrimental to the visual and psychical attributes that draw all climbers, skiiers, and outdoor enthusiasts to LCC. Please DO NOT ALLOW A GONDOLA.

COMMENT #: 671
DATE: 1/10/22 1:13 PM
SOURCE: Website
NAME: Elizabeth Carter

COMMENT:

The Gondola option continues to only benefit the resorts and the owners of the proposed developments at its base. There is no consideration for climbers, skiers and hikers who would like to use the other (MANY) trailheads and accesspoints between the Gondola entrance and exit at the resorts. This is an expensive solution that only favors those who can profit from its existence, which is not the responsibility of the tax payer. Please consider the other options only.

COMMENT #: 672
DATE: 1/10/22 1:15 PM
SOURCE: Website
NAME: Andrew Bosco

COMMENT:

Start charging for rock climbing in the canyon. Also a gondola would be nice.

COMMENT #: 673
DATE: 1/10/22 1:16 PM
SOURCE: Website
NAME: Andrew Summers

COMMENT:

The two proposed solutions (gondola and widened roadway/enhanced bus service) completely miss the mark. To reduce traffic in the canyon, one must reduce the number of cars in the canyon. Adding options (like a gondola or bus) doesn't reduce the viability of driving. Disincentivizing driving, via heavy tolls or similar, is the only way reduce traffic. A gondola will only allow additional resort-goers to get to the resorts during bad traffic, and widening roadways will only allow more traffic in--it will not keep traffic levels as-is, but with more spread out people.

Additionally, huge infrastructure projects like a gondola or widened road are extremely heavy-handed solutions to a problem that exists for only a fraction of each year. Tolling stations can be temporary and scale as the problem scales. The scars of additional development will never heal.

Please, do no place this burden on the entire state of Utah. Place the burden on the people causing the problem: people insistent on driving through the canyon.

COMMENT #: 674
DATE: 1/10/22 1:28 PM
SOURCE: Website
NAME: Daniel Boettger

COMMENT:

Little cottonwood is a valuable, publicly accessible source of outdoor recreation. The canyon is teeming with a variety of users year-round, most of whom are drawn there by the increasingly rare chance to recreate for free on their public lands. Both proposed UDOT solutions are focused on a single user group that takes advantage of public lands for profit. Both the gondola and a wider road are poor solutions that lessen the canyon experience for most user groups.

COMMENT #: 675
DATE: 1/10/22 1:28 PM
SOURCE: Website
NAME: Michelle Ashton

COMMENT:

Skiing is not the only activity that happens in LCC. Tolling and other traffic mitigation must be tried before permanently altering the landscape.

COMMENT #: 676
DATE: 1/10/22 1:33 PM
SOURCE: Website
NAME: Alex Field

COMMENT:

Please do not allow a niche climbing community to halt progress in the Little Cotton Canyons area.

COMMENT #: 677
DATE: 1/10/22 1:35 PM
SOURCE: Website
NAME: Patrick Calder

COMMENT:

This proposal threatens the use of the canyons and fail to solve the transportation problem. None of this proposal should be implemented. A toll for use of the road and carpool incentives should be enacted first.

COMMENT #: 678
DATE: 1/10/22 1:47 PM
SOURCE: Website
NAME: Caitlin Arndt

COMMENT:

I am responding to Draft EIS Revised Chapter 26. I feel like recreational users outside of ski resorts were not considered. The plans for the Gondola and the road expanded bus system do not stop at any other trailheads in the canyon, which ignores climbers, hikers, runners, and backcountry skiers. Little Cottonwood Canyon does not exist only for the resorts, it needs to be accessible to all outdoor users. Additionally, I believe the noise impact a gondola would have on the canyon was downplayed in Chapter 26.

I made my voice known on the last comments round, and I am using it again to please consider expanding the bus system without expanding the road. The bus system right now is very dysfunctional; with not enough buses to carry users up the canyon, and not enough stops along the canyon route. Let's please consider exhausting all our options with the bus system before we permanently damage our beautiful canyon.

Sincerely, Caitlin Arndt

COMMENT #: 679
DATE: 1/10/22 1:56 PM
SOURCE: Website
NAME: John Zeledon

COMMENT:

Oppose any change and/or revision. I've been visiting Little Cottonwood Canyon for 20 years. It's a very special place - proposed changes would make it just another 'place

COMMENT #: 680
DATE: 1/10/22 2:04 PM
SOURCE: Website
NAME: Aiden O’Gara

COMMENT:

Both the road widening for bus option and the gondola option are destructive to other forms of recreation in LCC such as climbing. i and many others urge you to consider considering other options such as limiting or eliminating private vehicles going up to resorts during peak ski season and utilizing busses on the existing roads.

Kindly,
Aiden O’Gara

COMMENT #: 681
DATE: 1/10/22 2:05 PM
SOURCE: Website
NAME: Kyle Giaquinta

COMMENT:

The two transportation proposals are only taking the resort ski industry into consideration. Both of these options have severely negative impacts to the surrounding recreation areas, watershed, and natural beauty of the canyon. I like many others cannot support these irresponsible options. Please take into consideration the harm these proposals cause and not act upon them.

COMMENT #: 682
DATE: 1/10/22 2:24 PM
SOURCE: Website
NAME: Lily Halvorson

COMMENT:

I do not endorse either of the two options for little cottonwood canyon proposed by udot. We need to preserve the land as much as possible while also allowing access to everyone! Both of these options are destructive!

COMMENT #: 683
DATE: 1/10/22 2:37 PM
SOURCE: Website
NAME: Susannah Anders

COMMENT:

I strongly oppose the gondola. It's impact on watershed and on the natural landscape of the canyon is irresponsible. To change the canyon for a problem that happens maybe 25 days out of the year is ridiculous. This proposal does not take into account the other people who use and access this canyon such as climbers and hikers. It changes the access for everyone prioritizing only the ski community. Which in itself is elitist. Please reconsider this proposal

COMMENT #: 684
DATE: 1/10/22 2:38 PM
SOURCE: Website
NAME: Patrick Wilson

COMMENT:

Rock Climbing and backcountry ski access at numerous pulloffs going up LCC add to the unique blend of economic and recreational access that attracted my family to Utah, far from our family. Please prioritize minimize impact on these special spots that make LCC and SLC legendary among the growing number of outdoor enthusiasts. This place is special.

COMMENT #: 685
DATE: 1/10/22 2:45 PM
SOURCE: Website
NAME: Arielle Gulley

COMMENT:

The primary differences between this chapter and the one published on June 25, 2021, are that the Alpenbock Loop Trail, the Grit Mill Trailhead, and the area between the two are now evaluated as a single Section 4(f) resource. Also, this combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities and includes the trailheads, trails, and climbing resources (boulders and vertical routes) that are accessed from either trailhead. This revised chapter still does not change and or rectify that UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. Both proposals. The changes that would be made to the canyon would be permanent, and expensive. We would be spending exorbitant amounts in order to benefit heavy traffic that occurs 30 days out of the year and is caused by one winter sport. By doing so, we would be harming other sports and recreation that occur during the remaining times of the year. This is such a selfish and irresponsible move. It will harm more people than it helps and use up more money than necessary.

COMMENT #: 686
DATE: 1/10/22 2:45 PM
SOURCE: Website
NAME: Ben Guinn

COMMENT:

This has been a yearly vacation destination for me and my family for over 10yrs. And now it's threatened for a few months out of the year for ski season. This is an outrage. Do not destroy our beautiful canyon so a gondola can sit stale for 9months out of the year. Think of others. Not just one sport.

COMMENT #: 687
DATE: 1/10/22 2:47 PM
SOURCE: Website
NAME: Sarah Lefave

COMMENT:

The additional recognition of a few climbing areas in the revision is appreciated. However, the revised proposal underestimates the detrimental impacts that road widening or a Gondola would have on the Alpenbock Loop and Grit Mill climbing areas. In general it is absurd to consider permanently altering the Little Cottonwood Canyon PUBLIC LANDS landscape to primarily benefit ski resorts and ski resort users. These resorts are open for half of the year and are privately owned. These options ignore other recreators including rock climbers, hikers, campers, backpackers, backcountry skiers/snowboarded, and snowshoers. The following impact both climbers but other recreators. The significant impacts that are absent or inaccurate from the Revised Chapter 26 analysis are the following:

- No noise impacts - this is not true, Gondolas are NOT silent and construction time is non-negligible. If you've ever ridden a gondola or been near a running Gondola you know this statement is not true. The noise during operation is significant and impacts the enjoyment of our states natural resources.
- Visual impacts - the revised Ch. 26 does not acknowledge the visual disturbances the Gondola or alternatives would impose on climbers and general recreators. Both options are permanent alterations of our public lands.

- Environmental aspects - with respect to the Alpenbock Loop and Grit Mill climbing resources, the Revision fails to address the significantly negative impacts both the shoulder lane and Gondola would impose. Building accidents and coverups are known to harm our environmental resources and the general aesthetics of nature would be significantly reduced.

Importantly, neither proposal service provides public transit options for climbers. Both proposals will cost an unacceptable \$500 million+ in construction costs alone (again to primarily benefit PRIVATELY OWNED Resorts).

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete. Less impactful options exist (enhanced bus service with electric busses!?). Consider those options before permanently and detrimentally altering the climbing resources in Little Cottonwood Canyon forever.

COMMENT #: 688
DATE: 1/10/22 2:50 PM
SOURCE: Website
NAME: Caitlin Murphy

COMMENT:

Would you want the only thing that brings you joy in this world to be destroyed forever? That is what the climbing means to the people in Utah and beyond. Please don't carry out this plan. We are begging you.

COMMENT #: 689
DATE: 1/10/22 2:51 PM
SOURCE: Website
NAME: Zachary Noyce

COMMENT:

I thank you for your continued work on this project and apologize for the negative reactions you have certainly received (some good faith, some bad faith). I am not an expert, but I can affirm that my strong preference as a solution for Little Cottonwood Canyon congestion is for solutions that involve meaningful infrastructure improvements in the canyon. That is, I do not think modest "improvements" are sufficient to the scope of the challenge. As such, I have a strong preference for the cog rail and/or gondola options in the Canyon over any solution that fundamentally rests on widening the road and adding some more buses to it. I love buses and ride them all the time. But I think most serious people will realize that "enhanced" bus service can easily be "de-enhanced" if future generations don't care enough or if buses happen to be end-of-lifing at a non-economically-opportune time to replace them. I, therefore, strongly believe that rail or gondola are better solutions for Canyon. I am sure that I would take my family to ride them any time of year even as the prime feature of the trip.

Thank you. Please select a cog rail or gondola transportation service for the Canyon over a bus-based solution.

COMMENT #: 690
DATE: 1/10/22 2:56 PM
SOURCE: Website
NAME: Eric Jerome

COMMENT:

UDOT,

I am aware that only comments pertaining to the revisions will be admissible.

I moved to Salt Lake City in 2017 to attend the University of Utah and pursue my love for climbing. Since then, I have spent roughly 500 days bouldering in Little Cottonwood Canyon. It has been a haven, a safe space, and an opportunity for me to grow as both a climber and a person. I've had some of my very best and very worst days bouldering in Little Cottonwood. I've climbed through the night and seen the sun set and rise over the city, and I've woken up at 3am to squeak in an early morning session before it got too hot in the summer. I've met some of my kindest and most impactful friends. I've honed my craft and I've contributed to the development of new problems in the canyon for others to enjoy.

Now, I am supported professionally in my climbing by a number of sponsors, including the local brand, Black Diamond. This canyon is largely responsible for why I chose to move to Salt Lake. As a teen in Maryland with no discernible career path in mind, I let climbing be the primary deciding factor in my inevitable college transplant. Many of the older kids I grew up being inspired by at the climbing gym had gone to school at Westminster or the U, and when returning for winter break they'd rave and tell me I just HAD to go to Utah when I graduated high school. When the time came to apply to schools, I had no doubt in my mind where I would be going. My parents and academic advisor forced my hand and made me apply to a handful of other universities, but my path was clear. Over the years I quickly recruited all my best friends from around the country to join me. It's like you're on a permanent vacation," I'd tell them, "with world class, city-side bouldering just twenty minutes down the road!" Even since I moved here four years ago, I have seen the popularity of climbing boom. Nowadays, it is more unusual for someone I meet at a party or on the streets who doesn't climb, than it is to meet someone who does. To say that climbing is an essential element of Utah's culture and community is an understatement.

However, that culture and national draw is under threat and risks elimination given the suggested "transportation alternatives impact on the climbing in LCC. This elimination will carry with it a massive economic hit, as thousands of recreational climbers will seek other destination cities to settle in. I myself am considering moving states depending on the outcome of this decision.

Roadside parking, year round, is essential to the recreational activity of climbers, hikers, bikers, and the general public. If the public were limited to parking strictly in the designated lots, a huge percentage of the dispersed climbing would become inaccessible. This is unacceptable

Snow sheds with berms, in my belief, would be more preferable for climbers. Additionally, it is the cheaper and less impactful alternative environmentally than snow sheds with realigned roads. It is imperative that trails and access to the climbing in the White Pine Chutes area as well as the White Pine North climbing.

The impacts of both the gondola and expanded roadway to dispersed boulders outside the scope of this revision will be tremendous and must be taken into consideration. The removal and destruction of boulders is unacceptable. Less impactful, cheaper, and more equitable solutions are available and need to be implemented first.

I echo and support the SLCA's comments:

UDOT's Revised Draft Evaluation Overview - Salt Lake Climbers Alliance

I also support Save Our Canyons vision:

SOC UDOT DEIS Comments 20210903 (saveourcanyons.org)

Please do the right thing,

Eric Jerome

COMMENT #: 691
DATE: 1/10/22 2:57 PM
SOURCE: Website
NAME: Timothy Lagrimas

COMMENT:

Please do not destroy the climbing and mountain biking experiences in little! It's crazy to think these money hungry companies are not considering the local experience in the valley. We should cater to the locals who actually utilize the canyon. Many people live here for the amazing recreation provided, please don't ruin it.

COMMENT #: 692
DATE: 1/10/22 3:01 PM
SOURCE: Website
NAME: Henry Willmes

COMMENT:

Climbing is so important to so many people, please reconsider your plan.

COMMENT #: 693
DATE: 1/10/22 3:10 PM
SOURCE: Website
NAME: Jason Hanser

COMMENT:

I ski, but I'm absolutely opposed to the gondola proposal. I strongly favor creating new ski bus routes to serve more of the salt lake valley. Also, while perhaps outside the authority of UDOT, ski resorts should adopt a tiered parking fee structure - similar to Solitude - to encourage carpooling for people who chose to drive.

COMMENT #: 694
DATE: 1/10/22 3:13 PM
SOURCE: Website
NAME: Stephen Trimble

COMMENT:

Please listen to citizens. Let's consider every alternative before permanently transforming the canyon with a gondola. Bus lanes, shuttle systems, private car fees, reserved start times--all should come before big construction projects that primarily benefit the resorts.

COMMENT #: 695
DATE: 1/10/22 3:13 PM
SOURCE: Website
NAME: Daniel Gajda

COMMENT:

Please rethink this plan. It is detrimental to the climbing and public land usage in the canyon. A gondola is NOT the answer road widening is NOT the answer

COMMENT #: 696
DATE: 1/10/22 3:19 PM
SOURCE: Website
NAME: Erin Knoeck

COMMENT:

As a member of the community, there are some concerns I would like to voice. Why is UDOT not devoting time to looking at alternatives that have no impact to the recreation areas, historic properties and the watershed? Solution such as tolls, car polls mandates, and enhanced shuttle services can alleviate congestion and safety concerns. This canyon is protected by section 4 (f). The blatant overlook of the solution that is the least impactful is concerning.

Stated in the report, at Alpenbock Loop and Grit Mill Climbing Opportunities, the following steps will be taken for avoidance, minimization, and mitigation ' Will look at if it is feasible to relocate routes and UDOT will inform the public of trailhead closures'. This is not avoiding and minimizing the lasting effects of these proposed projects but a sad attempt to 'fix' things.

I think UDOT needs to reevaluate what is really best for the ENTIRE community and the canyons long term and find a solution that actually minimizes the harm done to the resources.

COMMENT #: 697
DATE: 1/10/22 3:23 PM
SOURCE: Website
NAME: Emily Walker

COMMENT:

I moved to salt lake for the climbing and I'm not a trad climber so that means it's for the bouldering which this plan will impact. I will be moving away if I don't have my local crag. Implement a proper bus system, don't let cars drive up like Zion, don't make a mistake that you won't be able to take back for a fraction of the year when traffic is bad.

COMMENT #: 698
DATE: 1/10/22 3:28 PM
SOURCE: Website
NAME: Robert Hartvigsen

COMMENT:

I oppose both the gondola option and the road widening option. The gondola is impractical as there is not enough parking and it switches the burden of traffic into new areas. The cost and time to use it will make people want to try and drive up the canyon anyway. The construction will mar the canyon and the tax payers should not foot the bill for the resorts to benefit as the gondola only serves those destinations. The widening of the road is also too costly and is only needed for a few days a year to benefit the ski resorts and should not be paid for by the tax payers.

COMMENT #: 699
DATE: 1/10/22 3:28 PM
SOURCE: Website
NAME: Mike Kimball

COMMENT:

I am a Sandy resident and frequent traveler up/down Little Cottonwood Canyon. I drive my car, ride my bike, hike and run up the canyon. I am a big supporter of the Gondola Alternative from LeCaille. I ski at Alta and usually go 30-40 days during the ski season. I would use the gondola and it would be a relief to the roads, traffic and environment. Please approve the gondola.

COMMENT #: 700
DATE: 1/10/22 3:32 PM
SOURCE: Website
NAME: Fiona Blackburn

COMMENT:

Thank you for the opportunity to comment on the Draft EIS Revised Chapter 26 and the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource. Unfortunately, I still strongly oppose both transportation proposals to address winter traffic congestion in LCC and feel the revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that both the Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources.

Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.
- The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.
- The Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made.

Additionally, the experience and scope of the current ski&ride bus system could be significantly improved to encourage increased ridership and decrease road congestion. A few ideas include:

- Expanded bus service - the current buses are well over-capacity during peak winter days and do not offer a comfortable or efficient experience for riders
- Expanded storage options - ski/board storage racks on buses would improve the experience of riders when the buses accommodate standing room only, and may increase bus capacity due to more efficient use of space for standing riders. Additionally, free lockers/shoe storage for bus riders at the ski resorts would allow riders not to have to wear ski boots for the entire ride up the canyon.

Thank you for your consideration and please support saving access to the historic climbing & other recreational use in LCC!

COMMENT #: 701
DATE: 1/10/22 3:34 PM
SOURCE: Website
NAME: Alex Haumpo

COMMENT:

Utah is a very cherished place, a vastness of open space and land that are unearthly and beautiful. I am OPPOSED to this revision on LCC -- this is a place of recreation and gorgeous one at that. With these builds, it could threaten the very beauty of this land.

COMMENT #: 702
DATE: 1/10/22 3:35 PM
SOURCE: Website
NAME: Alex Burciaga

COMMENT:

Please do not harm in any way the amazing bouldering in the canyon. I am one of the countless that has traveled to the area to enjoy the beauty and the priceless rock. In doing so I have supported many local businesses. Amend the project to not harm the rock or cancel the project (it is rather large and grotesque and unnecessary)

COMMENT #: 703
DATE: 1/10/22 3:38 PM
SOURCE: Website
NAME: Jacquelyn Mudge

COMMENT:

You are looking to make disruptive changes to a beautiful canyon all to cut down about 2 months of potential high traffic How about banning auto traffic Fri thru Mon and all holidays Dec thru March and require riding the bus-.One bus line for Alta and Bird skiers-Another line strictly for backcountry skiers, snowshoers and hikers

COMMENT #: 704
DATE: 1/10/22 3:39 PM
SOURCE: Website
NAME: Mac Muir

COMMENT:

I've just recently moved to SLC and LCC has truly been a home away from home. There is so much to gain from this historic rock playground and so much to lose if the transportation plans go through. I can only hope that we can find an alternative.

COMMENT #: 705
DATE: 1/10/22 3:41 PM
SOURCE: Website
NAME: Gilbert Moss

COMMENT:

In the revision, the forest service concluded that an area with dispersed boulders can count toward an area with a 4(f) designation, however this conclusion is applied inconsistently. It does not take into account popularity, level of use, and historical significance of individual boulders and vertical climbs on these boulders. The simple measurement of the "number of boulders in the area," fails to take into account the use and level of significance to the climbing user community.

The bouldering areas impacted by the road-widening alternative must be treated on equal footing, and their significance must be determined by a fair and sensible metric. Individual boulders and climbing areas CAN have a contributing significance, even if they are geographically isolated. A strong argument can be made that the 5-mile and Syringe boulders should merit a 4(f) designation on equal footing based on their relative popularity, quality, and significance to the climbing community.

In its current state, even with the revision, the metrics the forest service uses to determine the 4(f) designation are applied arbitrarily. Geographic isolation is not a good metric and rather there should be a determination of popularity, level of use, and historical significance to the climbing community.

Thanks.

COMMENT #: 706
DATE: 1/10/22 3:44 PM
SOURCE: Website
NAME: Callie Cordon

COMMENT:

Don't take away our climbing areas!

COMMENT #: 707
DATE: 1/10/22 3:44 PM
SOURCE: Website
NAME: Ethan Millard

COMMENT:

It's a mistake to categorize the Wasatch widening impacts as "de minimis" to the opportunities there. The widening of Wasatch will make neighborhood travel to Golden Hills and Ferguson trailhead more dangerous. If neighborhood use is more dangerous, you can't consider that "de minimis"

COMMENT #: 708
DATE: 1/10/22 3:45 PM
SOURCE: Website
NAME: Landon McDowell

COMMENT:

Why do we as a public need to support private businesses who have already created a large traffic problem. This "alternative" is now taking away from other forms of outdoor rec and natural beauty of the cottonwoods.

COMMENT #: 709
DATE: 1/10/22 3:46 PM
SOURCE: Website
NAME: Paul Hooper

COMMENT:

The ski areas can handle only so many people before is gets so crowded. Please no gondola! Buses.

COMMENT #: 710
DATE: 1/10/22 3:47 PM
SOURCE: Website
NAME: Maya Wheeler

COMMENT:

Absolutely disgusted that these options are being considered before less invasive solutions are even tried. Our canyons are a precious resource we should be protecting, not bulldozing.

COMMENT #: 711
DATE: 1/10/22 3:48 PM
SOURCE: Website
NAME: Joel Zenger

COMMENT:

UDOT, I fully support the Salt Lake Climbers Alliance opposition to any change in LCC that would negatively impact climbers access. The two current proposals completely ignore all canyon users other than those accessing the ski resorts. That is unacceptable. Please reconsider both proposals and issue new proposals that adequately addresses the needs of other canyon users. Thanks!

COMMENT #: 712
DATE: 1/10/22 3:51 PM
SOURCE: Website
NAME: Amanda Hartzler

COMMENT:

I would like the enhanced bus system to be seriously considered as a solution. Once we change the canyons we cannot go back. Please consider changing as little as possible of our beautiful landscape.

COMMENT #: 713
DATE: 1/10/22 3:54 PM
SOURCE: Website
NAME: Adelynn Harrison

COMMENT:

Do the right thing, keep access to boulders available and do no harm to LCC!!

COMMENT #: 714
DATE: 1/10/22 3:55 PM
SOURCE: Website
NAME: Katie Gaertner

COMMENT:

I feel the proposed solutions do not address the over arching issue of being better served to limit capacity into the canyon and introduce fees/season passes/ Year passes. With the amount of the visitors in the canyon becoming almost matched to that of a national park I think we can learn from the national parks such as Arches, RMNP, Zion and many others that put preserving nature as a priority and understand too much does exist. Please do not move forward with any of the proposed temporary stop gaps that do not address long term overcrowding and population issues that also create environmental issues impacting those who love the canyon as , climbers and hikers

COMMENT #: 715
DATE: 1/10/22 3:55 PM
SOURCE: Website
NAME: Brandon Doherty

COMMENT:

I am commenting to give my support for a non destructive enhanced bus service plan endorsed by the SLCA.

I am currently purchasing a condo in salt lake due to the local climbing access. I hope the city recognizes the growth and importance of climbing for the cities future.

COMMENT #: 716
DATE: 1/10/22 3:57 PM
SOURCE: Website
NAME: Jennifer Seltzer Stitt

COMMENT:

I endorse a widened road with a dedicated bus lane. The kiss and ride at Alta Canyon Rec Center is an existing parking lot with the potential for building a parking garage as ridership grows. Buses should be electric.

I do not support any of the other options.

I'm late in getting these comments in and they are rather hurried with the goal of making the deadline. While I apologize for lack of supporting evidence, I have weighed all options carefully based on research and my own experience using the canyon and as a homeowner in an area affected by the proposals. Please reach out if I can provide additional information about this comment. Thank you for your consideration.

COMMENT #: 717
DATE: 1/10/22 4:04 PM
SOURCE: Website
NAME: Rajie Ganguli

COMMENT:

I prefer No action, or the status quo, as that minimizes impact. Better access will lead to more crowds. Then we will need even more access.

COMMENT #: 718
DATE: 1/10/22 4:14 PM
SOURCE: Website
NAME: Kristine Crockett

COMMENT:

Little cottonwood canyon does not need an unsightly, extremely expensive (tax raising) gondola that would just benefit the ski resorts and not the residents that live in the area or in the canyon. We need to protect the canyon and having giant steel structures running all the way up the canyon is ugly, detracting from the natural beauty of little cottonwood canyon. There is a better way.

COMMENT #: 719
DATE: 1/10/22 4:18 PM
SOURCE: Website
NAME: Duncan Ward

COMMENT:

Please consider other options to solving this problem, such as improved busing, before making irreparable changes to such a valued landscape.

COMMENT #: 720
DATE: 1/10/22 4:21 PM
SOURCE: Website
NAME: Andrey Malyuchik

COMMENT:

I believe it is imperative that any public transportation plan considered for the future have a year-round operating timeframe and be able to serve many trailheads throughout the canyon. There has to be a thoughtful way to provide access to public lands for people who are not resort users on a year round schedule.

COMMENT #: 721
DATE: 1/10/22 4:21 PM
SOURCE: Website
NAME: Angie Packer

COMMENT:

Wasatch blvd should not be widened. Nor should a gondola be built. This is a 30 day a year problem that would be solved by addressing the infrastructure problem at the ski areas not a UDOT problem.

COMMENT #: 722
DATE: 1/10/22 4:25 PM
SOURCE: Website
NAME: Kristine Steinke Crockett

COMMENT:

I DO NOT SUPPORT THE GONDOLA UP LITTLE COTTONWOOD CANYON

COMMENT #: 723
DATE: 1/10/22 4:25 PM
SOURCE: Website
NAME: Nick Firmani

COMMENT:

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride.

UDOT is chartered to reduce congestion, but the best solution is expanded shuttle service into the canyon without changes to the roadway

COMMENT #: 724
DATE: 1/10/22 4:31 PM
SOURCE: Website
NAME: Shawn Howell

COMMENT:

Please expand bus service without widening the road or putting in a tram. And make the area a fee area with the interagency annual pass. Leave the boulders alone. My family needs rocks to climb and wild spaces more than it needs two resorts to handle more people.

COMMENT #: 725
DATE: 1/10/22 4:31 PM
SOURCE: Website
NAME: Samuel Strickland

COMMENT:

The classic, historic boulders and climbs need to be preserved. Generations of climbers will have opportunities stripped from them for the convenience of others. Please, let us search for better options.

COMMENT #: 726
DATE: 1/10/22 4:34 PM
SOURCE: Website
NAME: Amber Helmer

COMMENT:

Gondola is still a better idea. This plan still has less environmental impact than the bus and does not require construction to widen the road. The bus will have a very large impact on the canyon especially during the widening process as this will also cause increased traffic and pollution. AS we have agrowing population we need to consider environmental impacts as if we don't right now, we will be questioning building a gondola again. A bus system is a waste of time and resources as this plan will eventually fail and not suite the needs of many. People who live in the area should want less car traffic and pollution as this will only get worse if we do the proposed bus system.

COMMENT #: 727
DATE: 1/10/22 4:40 PM
SOURCE: Website
NAME: Brian Smoot

COMMENT:

A strong No on the gondola, it won't alleviate much traffic and it will be a disaster to the natural beauty and geology of the canyon, it will make it much less desirable for hikers, climbers, bikers, backcountry skiers, s photographers etc. I'd suggest the ski resorts build parking terraces.

COMMENT #: 728
DATE: 1/10/22 4:43 PM
SOURCE: Website
NAME: Vickie Smoot

COMMENT:

Why doesn't Snowbird and Alta increase their parking with multi-level parking structures? That would solve most of the problem of the backed up traffic. It's mostly caused by folks trying to find a parking place. The snowy days can be solved by requiring snow tires/chains and having someone at the base of the canyon checking for such at \$20 an hour. Why do we need to spend 1/2 billion dollars? Let the ski resorts build their parking lots and government help supplement the expense if absolutely needed? Please respond.

COMMENT #: 729
DATE: 1/10/22 4:43 PM
SOURCE: Website
NAME: Cole Fox

COMMENT:

I recently took the ski bus, and forgot how long it is to wait 30 minutes between buses. You know what takes 0% of the land? Making our current buses more frequent and convenient. Let's try that before going wholesale change and making irreversible changes to our world class canyon

COMMENT #: 730
DATE: 1/10/22 4:47 PM
SOURCE: Email
NAME: Andrea Campian

COMMENT:

I am against the tramway and road widening proposals for Little Cottonwood Canyon for now. I know there are many accidents and traffic congestion in the winter, but I have seen too many small cars without snow tires or chains allowed up on powder days. I think vehicles should PAY and have a car and preparedness (snow tires or chains) approved and receive a sticker/pass to be allowed to drive up LCC. That in combination with already available public transit should be trialed prior to moving forward with road expansion plans. Thank you.

COMMENT #: 731
DATE: 1/10/22 4:47 PM
SOURCE: Website
NAME: Ari Ferro

COMMENT:

Exhaust all options before doing something rash.

Do enhanced bus service with no roadway widening. At least try something before trashing the environment in the name of "growth."

Prove that busses and shuttles don't work before you irrevocably ruin the canyon by widening the road or building the worlds slowest gondola.

Roadway widening ruins climbing resources forever. Gondola ruins climbing resources forever. Avalanche sheds ruin climbing resources forever.

The proposed # of visitors per hour that can be serviced by the gondola makes it a non-starter, there is no way it will amount to anything but a tourist trap with hours-long lines. 1000 people/hour is an absolute joke. How will that possibly transport the 14,000 skiers that use these resorts daily???

What?!?

The proposed # of additional visitors that can be serviced by roadway widening also does nothing to solve the problem. It's similar additional capacity to the gondola.

But maybe, perhaps, if there wasn't a mob of cars descending on the canyon on any non-ikon blackout day, then there wouldn't be an issue.

So... Before we do something rash and ruin the canyon forever, before we try to increase capacity in the name of 'growth' while simultaneously ruining ecological resources, lets try limiting capacity instead.

Best way to reduce traffic? Get rid of the Ikon pass. Limit day passes sold. Make all parking reserved.

Why try to cram more people up the canyon? Keep them out instead.

COMMENT #: 732
DATE: 1/10/22 4:49 PM
SOURCE: Website
NAME: Wade Siddoway

COMMENT:

I highly encourage those considering alternatives to the current LCC transportation situation. I don't think the gondola is the answer. It will only serve the ski resorts and does not have any options for serving public lands along the way. I think an expanded bus lane would help alleviate traffic and place the bus stops at other locations throughout the valley to alleviate congestion at the mouth of the canyon.

COMMENT #: 733
DATE: 1/10/22 4:53 PM
SOURCE: Website
NAME: Lendy Gillespie

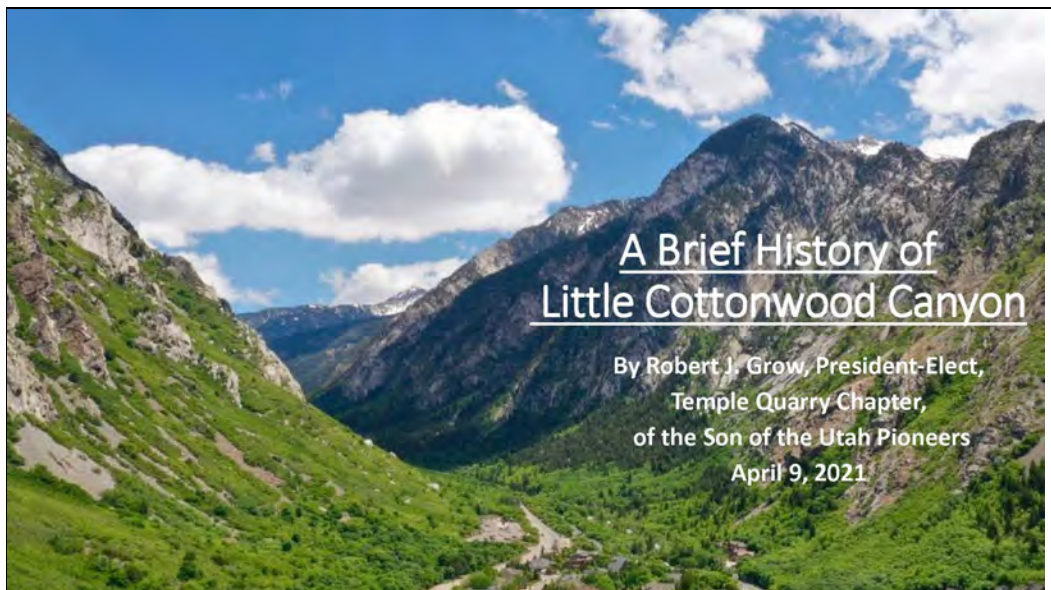
COMMENT:

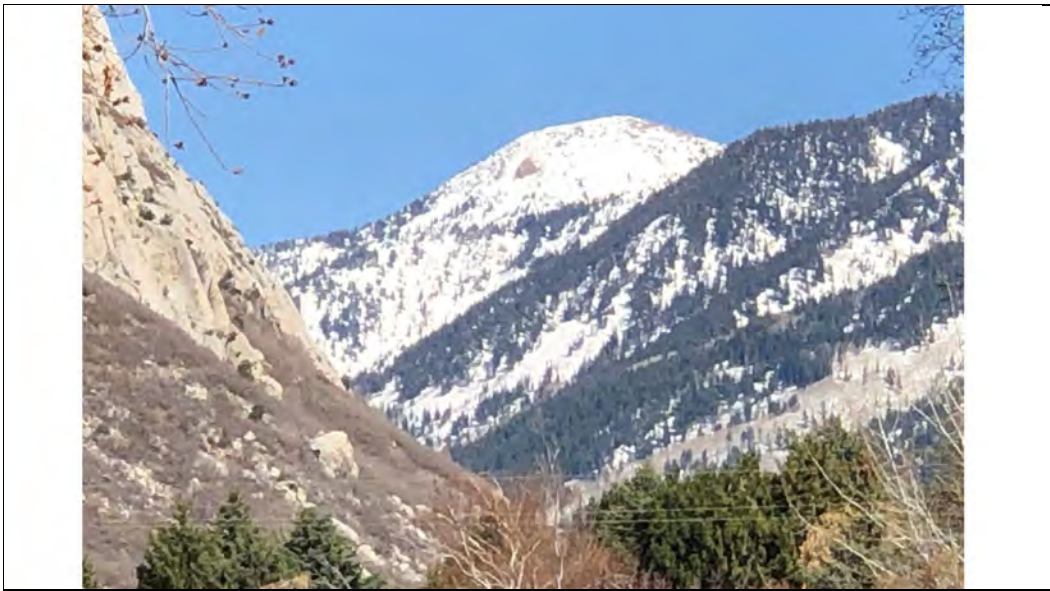
The area in question is full of climbing and bouldering routes. The only acceptable option with no impact is an enhanced bus schedule. Road widening and the gondola would permanently damage it. Once again, it is completely counter intuitive to spend millions of tax payer dollars to fund something that will permanently damage our beloved canyon and on service two ski resorts for half the year. Please preserve the integrity of our canyon for the next generations so they can have access to all the hiking, climbing, biking, and skiing that we do. Please consider other alternatives than the proposed gondola and road widening.

COMMENT #: 734
DATE: 1/10/22 4:58 PM
SOURCE: Website/Email
NAME: Robert Grow

COMMENT:

The Scenic Byway laws require consideration and preservation of historic, and not just, recreational elements. This EIS continues to fail to recognize the historic significance of numerous historic elements of Little Cottonwood Canyon, most shockingly the history, location, and significance of the Temple Quarry. Attached is a power point in pdf form that describes the amazing 40-year effort to quarry over 90,000 cut-to-order stones for the Temple construction, weighing as much as 8,000 pounds. in the beginning, the Quarry was widely spread at the mouth of the Canyon (see ppt. slide) and then was gradually moved several miles up the Canyon and spread for miles around Wasatch Town, now called Wasatch Resort (see ppt slide). Indeed, the climbing area is located on top of the quarry. The true extent of the quarry can be located even now by the remnant stones scattered for miles that contain the marks of the quarrymen's drill, splitters, and chisels. Building the Gondola on top of and through this area will destroy much of this amazing Utah history that is highlighted on Utah State's Tourist website and tourist brochures concerning its Scenic Byway up this Canyon. The power point is being sent to UDOT in email form as a comment from Robert J. Grow also submitted today. Thank you.





The Rich History of Little Cottonwood Canyon

- The old-timers whose families lived here before the subdivisions came knew this rich history. Newer residents and visitors would also benefit from understanding this history.
- Temple Quarry Chapter of SUP objective this year and next is to share this history with your help.
- At various times, the Canyon supplied **granite stones from its quarries** for the Salt Lake Temple, the Conference Center, and the Utah Capitol; **lumber from its sawmills** to build homes and buildings, and shore up mines; **water from its streams** for thirsty crops and Utah's growing population; **electricity from its hydro-turbines** to power early industries and homes; **ore from its rich silver deposits** for fortunes that were made and lost; **charcoal from its trees** to fire smelters at its mouth; and for the last three generations, a **safe depository in its granite mountain** for the world's largest collection of family history records.

The Rich History of Little Cottonwood Canyon (cont.)

- In the Canyon were the towns of **Alta, Tannersville, and Wasatch**, and near its mouth were **Ragtown, Emmaville, Butlersville**, and **Granite**. Who were the families who settled these early towns? How were their lives and livelihoods tied to the Canyon and its resources?
- Perhaps the Canyon's **most enduring legacy** is the **Temple Quarry** that yielded over 90,000 individually cut-to-size granite blocks over 40 years. Where exactly were those stones quarried in those four decades? How were the stones cut? Who came to do this arduous labor?
- I'll return to the Quarry later, but first give highlights of other uses of the Canyon in the last 174 years since the pioneers arrived.

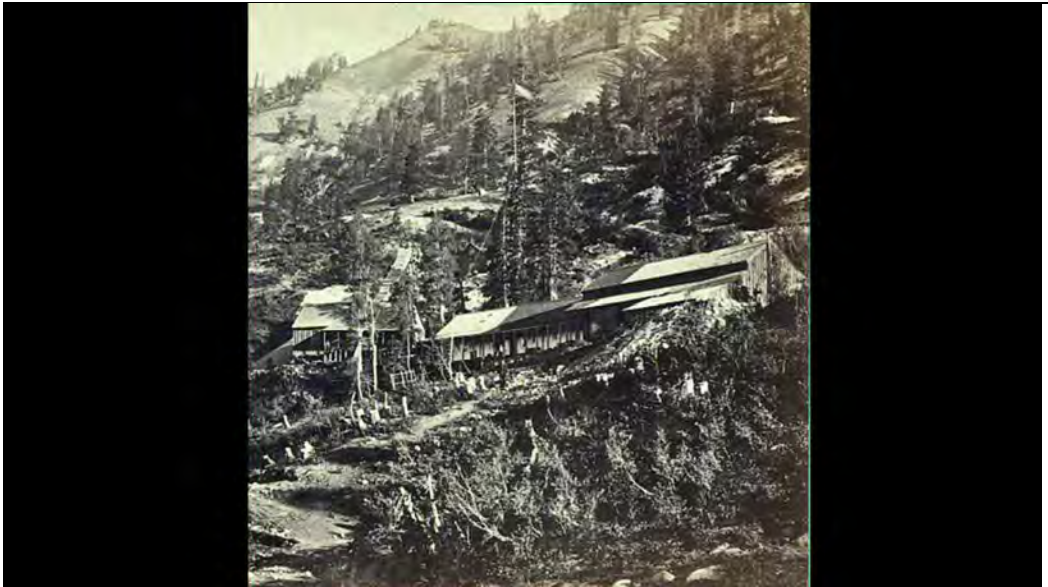
Sawmills in Little Cottonwood Canyon

- In the early 1850's, several sawmills were erected in the Canyon.
- The first mills were human powered, then steam and water-power driven.
- Many early homes and buildings were built from this timber.
- In 1861, **Solomon Despain** built a water-powered mill at Hogum Flat (4 miles up the Canyon).
- About the same time, **Archibald Gardner** built a steam-powered mill in White Pine Fork (near the top of the Canyon).
- Much of the Canyon's lumber went to the mines starting in the mid-1960's.
- In 1868, the first building in Alta was a steam-powered sawmill, and attached boarding house, built by **Bishop Samuel A. Woolley and Nathan Davis**.
- Other upper-Canyon mills at Tanners Flat (Tannersville) and Mineral Springs.
- About 1875-1880, the LDS Church built a steam-powered mill at Coal Pit Flat with **John Taylor** in charge.
- In 1898, **Alva J. Butler** built a water-powered mill near Miner Springs (halfway up the Canyon).



Silver Mining in Little Cottonwood Canyon

- The hunt for precious metal began with Johnston's army. Brigham Young opposed LDS involvement.
- In 1864, silver discovered. In 1868, the Emma Mine staked.
- In 1871, the town of Alta established with ten east/west and eleven north/south streets. In September, the Tanner Hotel destroyed by fire.
- In 1871, \$ 5,000,000 of Emma Mine stock fraudulently sold on the London Stock Exchange.
- Emma fails and Congress investigates 2 U.S. senators, U.S. ambassador to England, and others for fraud.
- One of many lawsuits involved 17 Utah lawyers at one time.
- Mining continued for years at other mines.



Town of Alta

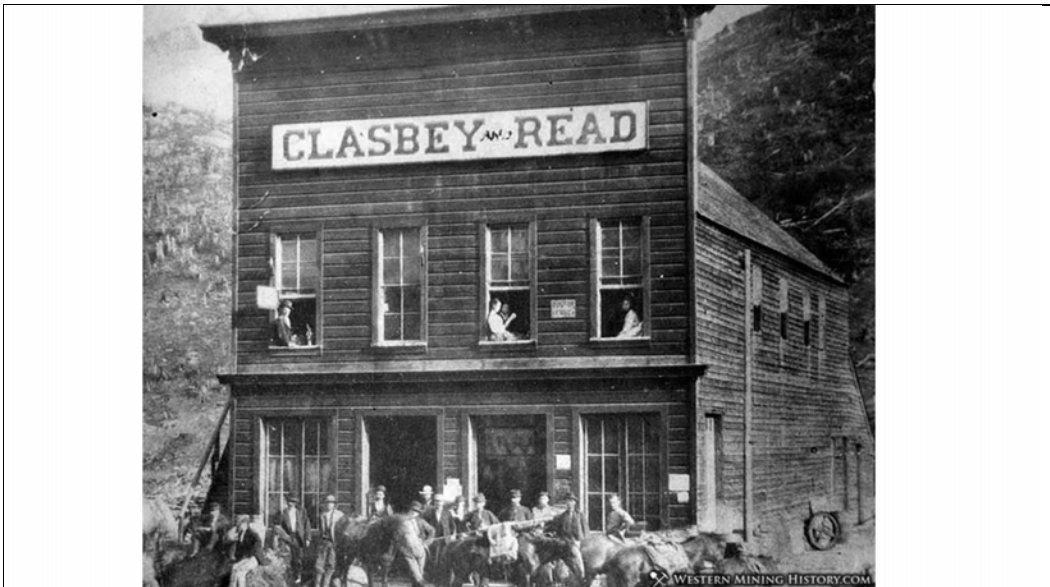
(at its peak in the late 1870's)

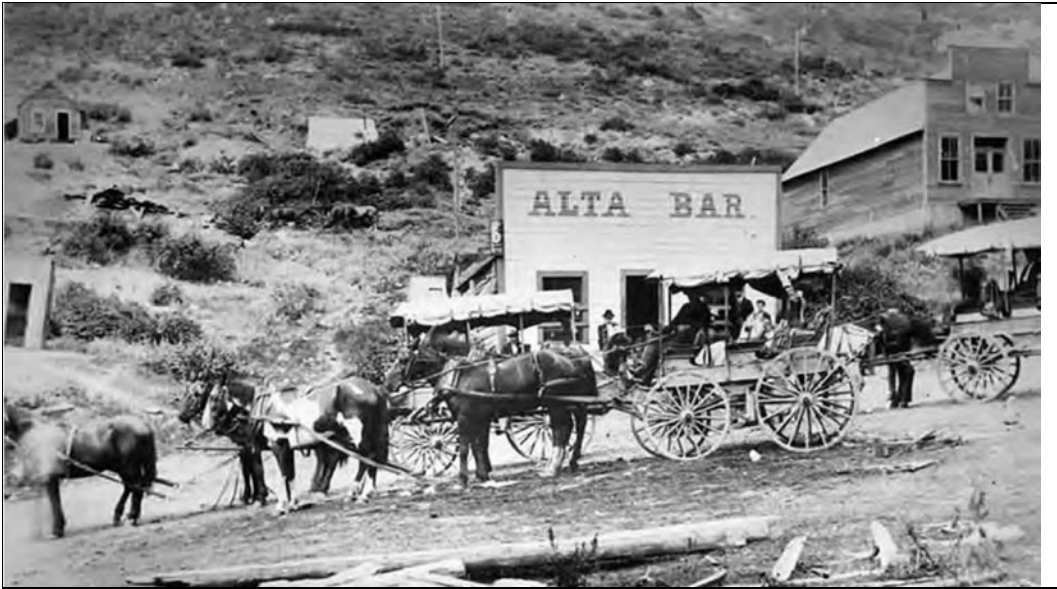
- 5,000 residents, mostly miners
- 1 person died each day on average
- 7 restaurants
- 2 boarding houses
- 3 general stores
- 1 school
- 4 doctors
- 3 breweries
- 26 saloons

Most of the town was burned down in 1878

Alta was always prone to Avalanches

- The February 15, 1885, Leadville Daily Herald describes the : "Fatal Snow Slide at Alta, Utah Destroys Three Fourths of the Town"
- "... Alta nearly wiped out by an avalanche. It has been snow ... is twelve feet deep ... and still snowing hard."
- "Last night ... a tremendous volume struck the town crushing about three-fourths of it"
- "... boarding house ... hotel ... swept away [Only] butcher shop and drug store entirely escaped."
- "A large portion of the lost were in the boarding house and hotel. Twenty-eight in all were buried. Twelve were dug out ... this morning, the rest undoubtedly dead."









Finding Emmaville

- Monument is approx. 300 feet north of the new intersection of the north canyon road and Wasatch Blvd on the East side of the Blvd.
- Town was 333 yards southwest on Little Willow Creek (down Danish Road)

The “SAD, SAD” Story of Emmaville

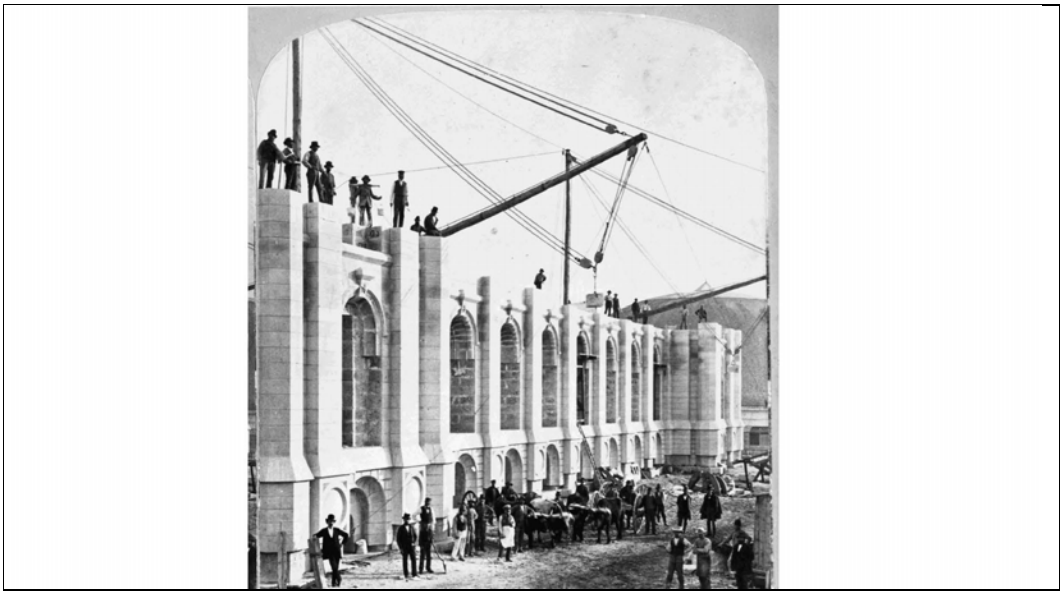
- Named after the Emma Mine and built in early 1871 by unscrupulous land speculators as a halfway resting-stop from the mines to SLC.
- Ads in the news paper boasted: Emmaville is "*Situated in a Fine Agricultural Section*", "*Close Proximity to the Celebrated Mines of Big and Little Cottonwood and American Fork*", "*Finest Water Power in Utah*", and "*The Proposed Terminus of the Utah Central Railroad*".
- Soon there were 500 residents with stores, hotels, boarding houses, blacksmith, livery, and 2 saloons.
- Then a **pig stampede**, an **epidemic**, a devastating **fire**, and the **railroad went through Granite** instead.

The Amazing History of the Temple Quarry

- The Canyon's **most enduring legacy** is the **Temple Quarry** that covered many 100's of acres, including in and around the Canyon's mouth and further into the Canyon for several miles.
- The Quarry yielded over **90,000 individually cut-to-size granite blocks** over 40 years. Where exactly were those stones quarried in those four decades? How were the stones cut? Who came to do this arduous labor?
- And how were the multi-ton stones moved 20 miles to Temple Square: Ox-pulled wagons; canal; and/or rail car)



Largest and heaviest stones at the base



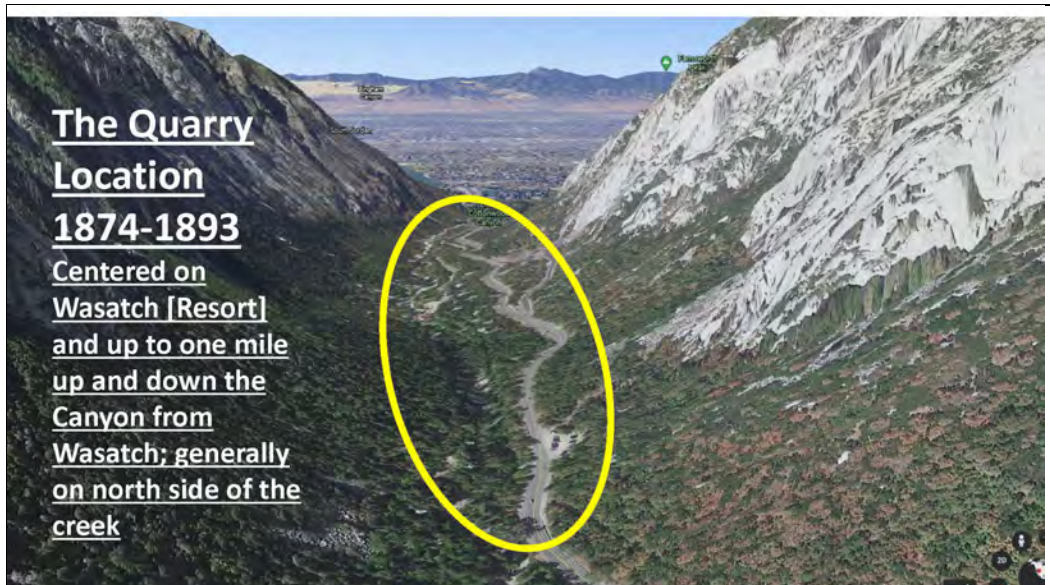
The Story of a Stone in the Salt Lake Temple

- Temple corner stones laid in 1853
- Over 90,000 granite stones--2,800 lbs. to 8,000 lbs.
- Each cut to architect's specifications & drawings
- Moved 20 miles by ox-team: 1864-1872
- Canal digging effort: 1864-1870
- Moved by rail through Sandy: 1873-1893
- Finished for installation at Temple Square
- Temple dedicated 1893



The Original Small Quarry at Canyon Mouth 1860-1873

- James Livingston in charge.
- At its height in 1872-74, Granite City grew to fifty buildings--stores, saloon, boarding houses, and cabins. (Not the LDS town of Granite)
- Many residents were teamsters who hauled ore to local smelters.
- Church quarrymen lived in a tent city around a cookhouse.
- Church teamsters lodged around 300-head cattle pen near the quarry in small tents resembling native American wickiups.
- In 1861, fifty-seven towns fulfilled their rock hauling assignments for the Temple. (The Cottonwoods assigned 42 loads of 3-4 tons each. Tooele, Brigham City had assignments).
- Thousands of tons of granite were moved by ox-team-pulled wagons.



The Quarry at Wasatch [Resort]

1874-93

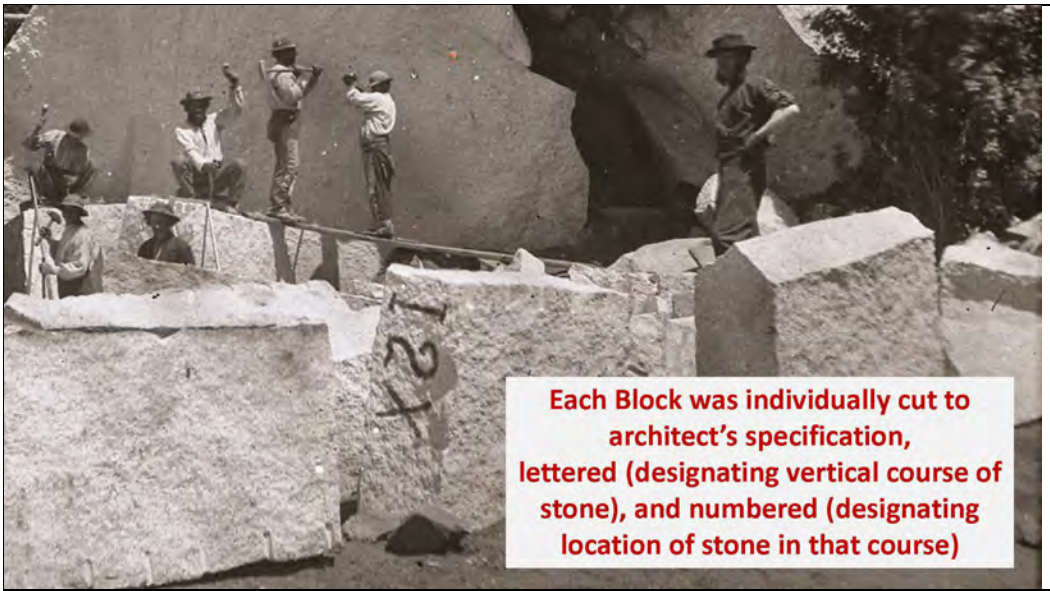
- A narrow-gauge railroad was built from the Sandy station to a new Wasatch terminus to serve the quarry and the mines.
- On April 4, 1873, Brigham Young rode a flat car round trip from downtown to the quarry to carry the first stone by rail to Temple Square. (A 7,500 lb. arch stone, 5 ½ x 3 x 2 ft.) Only 75 minutes from quarry to Temple.
- Soon after April 6, 1874, the Church quarrymen moved 1 ½ mile up the Canyon where the stones were large, numerous, and of high quality.
- Wasatch has a rail terminal, 300 residents, a hotel, a dance hall (LDS-style), and many cabins. Homes of Church leaders.





Who Worked the Quarry?

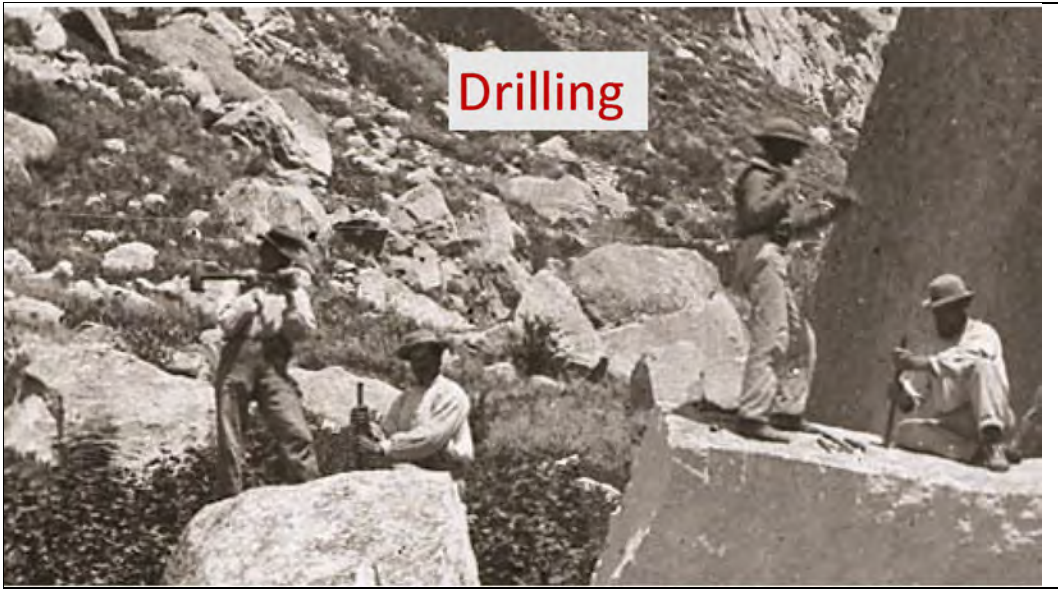
- 30-50 skilled quarrymen. Many were single men from Europe who didn't speak English. Predominance of Scottish, English, Welsh, and Scandinavian.
- Common laborers came from assigned wards on 2-week cycles.
- Worked 10-hour days, 6 days a week until 1880 became 8-hour days; many went home on Sundays
- Strict schedule: up at 6:00; breakfast at 6:30; work at 7:00; lunch at 12:00; work from 1:00-6:00; dinner at 6:30 or 7:30. Plenty of good food; no drinking, no cussing, no gambling.
- Many of these early quarrymen became prominent and raised families in our area.



Each Block was individually cut to architect's specification, lettered (designating vertical course of stone), and numbered (designating location of stone in that course)



Quarrying Hand Tools Shown at the Monument Rededication in 2004



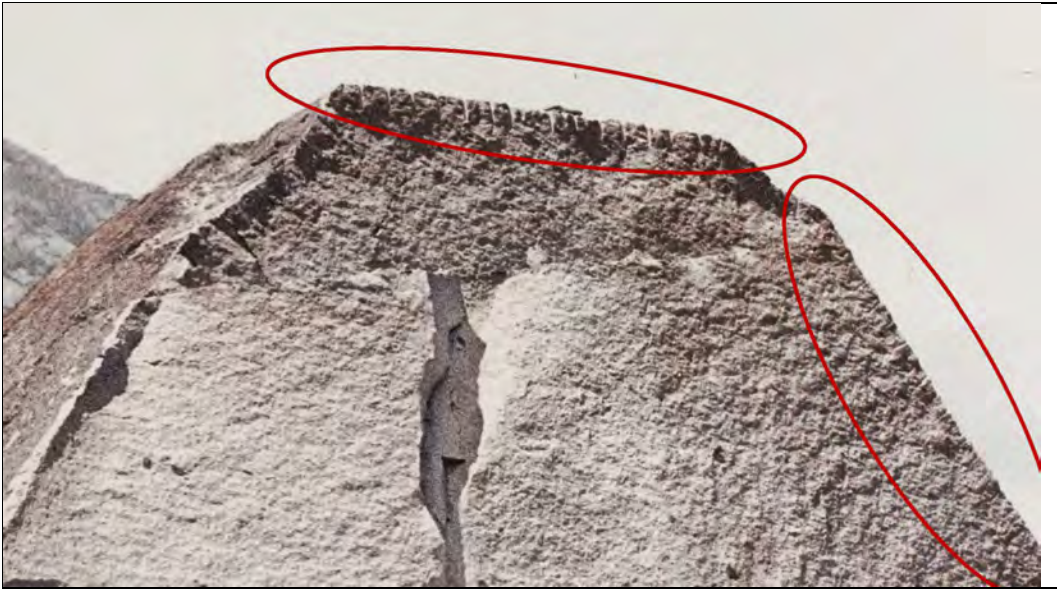
Drilling



Splitting

Where is this?
How far up the Canyon?
Is it reversed? 😊





The Amazing History of the Temple Quarry

- **Question? Which was harder**, to cut to order and ship 90,000 stones from the quarry to the Temple Square, or to finish and stack them up to build the Salt Lake Temple?
- **Both were incredible feats** of engineering, ingenuity, and determination.
- **This is a great time to remember and celebrate the pioneers and the Temple Quarry** as the Salt Lake Temple is seismically upgraded and restored for future generations.

I Hope You Will Continue to Join Us!

COMMENT #: 735
DATE: 1/10/22 4:58 PM
SOURCE: Website
NAME: Mary Yedlin

COMMENT:

In the current draft of Section 26.1 of the EIS, UDOT has failed to fulfill the requirements of Federal Section 4(f). Visitors from around the world as well as local treasure the National Wilderness Areas of Little Cottonwood Canyon for recreation, sport and the rare gift of being surrounded by its natural beauty and peacefulness.

Clearly missing in this draft of the EIS is consideration of the path the gondola infrastructure will take (including its towers, bases, transfer stations and access roads to the towers and stations) through the impacted areas that should unquestionably be regarded as "Public Recreation Areas" as defined in section 4(f).

Specifically, the hiking trails at White Pine and Little Cottonwood Canyon along the Tanner's Flat campground are excluded from recognition as "Public Recreation Areas." These are very popular attractions which will be subjected to substantial disruption of the scenic beauty of the canyon, increased noise created by the gondola's operation, and loss of privacy as people in the gondola cars observe those who were seeking to get away to nature. In the projections, up to a thousand people an hour will be dangling above the heads of bikers, hikers, campers - or at eye level with climbers, especially on the Lisa Falls and Red Pine trails.

When including the big picture view of the gondola and its infrastructure as it traverses the canyon, there is no way its impact can be considered "de minimus" as posited in the document. UDOT has yet to address the impact of the gondola on these "Public Recreation Areas." Until it does, UDOT has not fulfilled its obligation to the requirements of Section 4(f) of the EIS.

In conclusion, the narrow view taken in the current draft of 26.1 of the EIS excludes key factors that must be evaluated when considering the full environmental impact of the proposal. These impacts are not "de minimus" and, in fact, it is incumbent upon UDOT to review this proposal in keeping with the requirements stipulated in section 4(f).

COMMENT #: 736
DATE: 1/10/22 5:02 PM
SOURCE: Website
NAME: Wendy Stein

COMMENT:

Thank you for providing the revised EIS plan and for the thought that went into the project plans. After reviewing the revision, I do not believe that any of these plans truly address the actual problem of too many users in the canyons at a given time.

For the 2021-22 ski season, Alta Ski Lifts enacted a parking policy. With the addition of Snowbird's reservation parking and limited free parking, the amount of traffic issues in Little Cottonwood Canyon has decreased dramatically. My anecdotal experiences yield a significant improvement in traffic congestion and parking. When comparing my Little Cottonwood experience back to back with Big Cottonwood, it is apparent that parking reservations really do improve canyon gridlock at peak times for both uphill and downhill travel, as well as, on street parking. To date there hasn't been a significant delayed opening of Little Cottonwood, so I cannot comment on idle traffic on Wasatch Blvd. However, I have noticed that traffic is still lighter than compared to previous years.

And while this most likely won't be addressed as part of the EIS, I would strongly recommend adding in limited vehicle capacity with strictly enforced parking policies for both canyons as an additional option.

At this time, the only option I can support would be for enhanced bus service and no trailhead improvements. While improving trailheads certainly removes the risk of users parking on the side of the road, it still encourages users to drive their own vehicle in the canyon.

Sincerely,
Wendy Stein
Cottonwood Heights, UT resident

COMMENT #: 737
DATE: 1/10/22 5:03 PM
SOURCE: Website
NAME: Alex Chao

COMMENT:

This plan would destroy a nationally recognized rock climbing area. This sport is one of the fastest growing in the country and worldwide with athletes visiting from all over the world each year to compete nearby in Utah. Destroying this area would leave an irreversible amount of damage on the local climbing scene and felt throughout the climbing world internationally.

COMMENT #: 738
DATE: 1/10/22 5:16 PM
SOURCE: Website
NAME: Chris Wavle

COMMENT:

I don't understand why the gondola is even being considered at this point. Environmentally it makes no sense to disrupt the serenity of this canyon anymore. Enhanced bus service is really the only option that serves the needs of the entire public rather than the passholders at Snowbird and Alta.

COMMENT #: 739
DATE: 1/10/22 5:18 PM
SOURCE: Website
NAME: James Dillon

COMMENT:

As a user of the Alpenbock loop, and climber I advocate no alteration of the landscape or view scape of the lower canyon. Therefore I am opposed to the construction of a gondola in Little Cottonwood Canyon.

COMMENT #: 740
DATE: 1/10/22 5:25 PM
SOURCE: Website
NAME: Ben Burch

COMMENT:

The climbing in Little Cottonwood is some of the most important in the entire country, and any potential option must protect this bouldering or forever lose one of the most special parts of Salt Lake City's outdoor culture.

COMMENT #: 741
DATE: 1/10/22 5:26 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

The amended UDOT Amended Draft EIS excludes the considerable impacts of the gondola alternatives at all public recreational areas identified in the Amended Draft EIS, unless some part of the gondola physically touches the ground in those areas. However, the gondola alternatives have significant impacts beyond physically disturbing the ground. The UDOT Amended Draft EIS dismisses the significant impacts to the identified public recreation areas all along the gondola alignment and for hundreds of meters to either side. These impacts include noise, destruction of the visual environment and invasion and elimination of privacy for the public engaged in recreational activities. All of these are significant impacts, any one of which would invalidate a de minimus finding. For example:

- The D-EIS comments that the noise of the gondola added to Tanner's Flat Campground will only be 50db, which is less than the S.R.210 road noise already present. But adding an additional 50db to the already present road noise does not make it a de minimus impact. It almost doubles the noise campers will be forced to experience. Moreover, there is no data or analysis provided to support the D-EIS noise estimate for Tanner's Flat Campground or anywhere else along the gondola alignment. Tanner's Flat and the Alpenbock climbing area will have sizable additional noise loads from the gondola transfer station immediately adjacent to Tanner's Flat and inside the Alpenbock area and each will also have a large tower at each end - all of which add noise beyond a cable car's nominal noise.

- The visual beauty of Little Cottonwood Canyon is one of the main reasons numerous areas within the Canyon are so valued for public recreation. Towers rising over 200 feet in the air, transfer stations and the largest gondola in the world continuously carrying over 1,000 people in 30+, bus-sized cabins will be a significant visual impairment to the environment the public expects to find in public recreation areas throughout Little Cottonwood Canyon. While UDOT correctly points out that the existing road disrupts the Canyon's beauty from a few vantage points, its impact is limited because it lies on the ground and is shielded by trees or steep canyon walls most of its length. The gondola, however, will be suspended up to 232 feet in the air by huge towers. Both the gondola and its towers will be visible from kilometers away and in no place screened by vegetation. The gondola will be a glaring scar in the Canyon and an ugly eyesore for anyone in the numerous public recreation areas for hundreds or thousands of meters adjacent to its path. This visual impact is in no way de minimus. It is significant. UDOT's Draft EIS is negligent and deficient in ignoring the significance of this impact. By failing to address it and providing mitigating actions, the amended Draft EIS fails to comply with Section 4(f) protections and regulations.

- Little Cottonwood Canyon's trails, climbing areas and campground are a treasured natural resource sandwiched between two National Wilderness Areas. The public comes to hike, climb, backcountry ski/board/snowshoe, hunt, camp and sightsee in Little Cottonwood not just because of its visual beauty but also the solitude its wilderness offers. While UDOT's amended draft EIS correctly points out that the existing road disturbs that solitude, it does so only in a few places where the road is visible; the road's impact is limited because it lies on the ground and is shielded by trees or steep canyon walls most of its length. The gondola, however, will be suspended up to 232 feet in the air and will be carrying thousands of people who can look down on virtually anyone in the Canyon's public recreation areas. This is a gross violation of the public's right to privacy and a complete destruction of the solitude most visitors seek. The amended EIS, perhaps cynically, suggests that campers at Tanner's Flat would do well to camp in RVs, not tents and presumably stay inside their RVs. If they do exit to eat at a picnic table or sit outside viewing the damaged scenery, they will be continuously observed by thousands of people overhead. The right to privacy, is not an ethereal matter. It is ensured by UN treaties that the U.S. is a signatory to and is covered the 4th Amendment of the U.S. Constitution and case law derived therefrom. The gondola violates the privacy of climbers, hikers, skiers, hunters,

mountain bikers and campers in all of the numerous public recreation areas identified by UDOT in the Amended Draft EIS. These impacts are not even recognized by the Draft EIS and they are not de minimus.

In conclusion, the Amended Draft EIS is not compliant with regulations stated in Section 4(f) because it fails to address significant and considerable noise and visible impacts and privacy violations in numerous public recreation areas identified in the Amended Draft EIS. None of these impacts can be justified as de minimus - they are significant and egregious.

COMMENT #: 742
DATE: 1/10/22 5:29 PM
SOURCE: Website
NAME: Graham Johnson

COMMENT:

I believe that both of these proposals present a significant and unacceptable environmental impact as well as an unfair burden on taxpayers to essentially fund a private enterprise. I vote no on both proposals.

COMMENT #: 743
DATE: 1/10/22 5:32 PM
SOURCE: Website
NAME: Nathan Jackson

COMMENT:

I fail to see how adding a gondola or extra bus lanes will reduce traffic in the canyon. Without disincentivising automobile traffic, people will continue to drive up by themselves and congestion will persist. Why has a toll-by-plate/canyon pass not been considered? This would reduce automobile traffic if the cost is too prohibitive for one person to pay for every entrance, in addition to providing additional funding to UDOT.

COMMENT #: 744
DATE: 1/10/22 5:33 PM
SOURCE: Website
NAME: Elizabeth Rocco

COMMENT:

All climbing resources, boulders and routes, should be considered a “historical resource” as climbing in LCC dates back to the 1960s with the first documented climbing route established by Ted Wilson and Bob Stout, called Chickenhead Holiday, in 1961.

The gondola will have a huge visual impact on the climbing experience in the canyon. Hundreds of bouldering problems are situated directly underneath the gondola easement. The gondola does not seem like the best options for all parties involved. The main traffic issues happen during a very small window of the snowiest of winter months, and even then just on a handful of days a winter. Please consider another option besides the gondola.

We do not know the extent of the restriction of climbing resources in the canyon if the gondola would be the chosen alternative. It is unclear if the easement needed for the gondola alignment will include property rights below or aerial rights only. Until we know more regarding property rights, access to these resources are still vulnerable. Again, the gondola does not seem like a good idea.

UDOT estimates that access to climbing areas and trailheads throughout the entire construction area will be closed for 2-3 years. This does not seem like a good idea to me. Maybe there is another way to allow access through the construction process.

Relocating boulders as a potential mitigation measure for roadway widening is not acceptable.

Thank you for reading. Please consider the enormous historical significance of all of the climbing throughout Little Cottonwood Canyon. Its very important to me to see this resource and access to protected.

COMMENT #: 745
DATE: 1/10/22 5:36 PM
SOURCE: Website
NAME: Brent Haglund

COMMENT:

Don't touch Little Cottonwood Canyon & its priceless natural treasures & beauty. As an avid outdoors person & climber, damage to LCC would drastically reduce the draw that it currently is as a worldwide destination for recreation of all types.
Do NOT destroy LCC!

COMMENT #: 746
DATE: 1/10/22 5:37 PM
SOURCE: Website
NAME: Dave Gillogly

COMMENT:

I would like to express my dissatisfaction with the decision to combine the Alpenbock Loop and Grit Mill area. Myself and many others recreate at these locations frequently. I am very upset that these natural resources may be jeopardized, and I believe by combining these areas, damage is more likely to them.

In my opinion, the potential impacts to this area are astoundingly understated. My primary source of attachment to this area is the climbing. I am saddened that the aesthetic could be further marred, and I fear that the combination of these two entities could be pivotal in enabling that damage.

And finally, I'm disappointed that the Gate Buttruss climbing area is so easily overlooked. This area is home to exceptional rock climbing, and I believe damage to this area is a very significant risk not addressed in the most recent update.

I appreciate the opportunity to comment on this matter, and I truly hope a less destructive solution can be implemented.

COMMENT #: 747
DATE: 1/10/22 5:39 PM
SOURCE: Website
NAME: Elizabeth Hardwick

COMMENT:

I am in agreement with the Salt Lake Climbers Alliance regarding their comments on the DEIS, which can be summarized as follows:

There are much less impactful possible solutions to adequately address the transportation problem that UDOT aims to address in the DEIS. I strongly encourage UDOT to identify less impactful alternatives as part of this NEPA process and that the current two Preferred Alternatives be eliminated from further consideration due to their adverse impacts to climbing, hiking, and other recreational resources. The two Preferred Alternatives would only serve to bring more people to the resorts and use taxpayer money to increase profits of the resorts, while degrading users experiences and doing little to nothing to improve traffic problems.

I stand by the entirety of the well-researched and well-communicated comments published by the SLCA, which can be found here:

<https://static1.squarespace.com/static/58e52138ff7c50175cc0d206/t/6138bfce0d56400f78ee7824/1631109071018/20210903+FINAL+UDOT+DEIS+Comments+Submitted+NO+MAPS.pdf>

Note from UDOT Reviewer: The link is the the Salt Lake Climbers Alliance comments on the Draft EIS which are included and responded to in the Final EIS.

COMMENT #: 748
DATE: 1/10/22 5:49 PM
SOURCE: Website
NAME: Justin Wilcox

COMMENT:

The vast majority of public opinion I have heard is strongly opposed to a gondola. It only serves Alta, Snowbird and their customers. And at a massive expense, financially, geographically, ecologically, etc. Why not try a solution with a much lower footprint first? How about we make LCC a toll road, particularly on high use days, to encourage bus use, as well as maximize the possible number of buses on the existing roadway? As a frequent user of LCC I would be more than happy to pay a toll and/or use the bus to avoid destroying the viewshed and turning beautiful LCC into any eyesore!

COMMENT #: 749
DATE: 1/10/22 5:50 PM
SOURCE: Website
NAME: Alvin Garcia

COMMENT:

As a resident of the Salt Lake Valley, I strongly urge UDOT and governing bodies to consider and implement other systems of transportation instead of building a gondola or widening the current road. Little Cottonwood Canyon is and holds natural resources and areas that should be protected and not destroyed. Buses and tolls to access the canyon should be introduced before major construction is ever approved.

COMMENT #: 750
DATE: 1/10/22 5:52 PM
SOURCE: Website
NAME: Edward Geers

COMMENT:

I support the proposal of a gondola in Little Cottonwood canyon to alleviate current traffic and environmental impact issues.

COMMENT #: 751
DATE: 1/10/22 5:57 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Open Space Bonneville Shoreline

The gondola greatly impacts the Cottonwood Heights Open Space property and the existing portion of the Bonneville Shoreline Trail. The UDOT Amended Draft EIS (D-EIS) incorrectly states that the gondola option B will have no impact on the Cottonwood Heights Open Space property or the Bonneville Shoreline Trail. This open space, directly adjacent and across from the La Caille gondola base, was purchased in 2020 with \$3 millions of taxpayer dollars and citizen donations explicitly to serve as a public recreation area. The Open Space was created to provide a public recreation area that provides hiking in solitude and a private wilderness experience in a section of land bordering the National Forest adjoining the National Wilderness Area. There is no other use of this space except for public recreation. The Open Space includes a maintained trail across its length, part of the valley-long Bonneville Shoreline Trail. It also includes numerous informal trails. The Amended D-EIS incorrectly states that there is no use of this trail, so therefore should not be considered as a public recreation area. However, a segment of the trail exists and runs through the Open Space and through a section of the National Forest. It is a maintained trail with heavy use by hundreds of hikers and mountain bike riders every month of the year. There is no logging, mining, commercial nor residential use at present or in the last half century of this public recreation area. To claim that this is not a public recreation area is a violation of both the letter of Section 4(f) regulations and its intent.

The impacts to this public recreation area by the gondola will be significant - certainly not de minimis. UDOT's amended Draft EIS states: "UDOT did not make a determination regarding the Section 4(f) eligibility of this property because the action alternatives would avoid it entirely." This is incorrect. The gondola parking structure, base station, new traffic lights, the first gondola tower (232ft tall), the tower base, the first gondola transfer station, and the gondola alignment are within 50 meters or less of the Bonneville Shoreline Trail and the Open Space public recreation area and the portion of the existing trail in the National Forest. The gondola itself crosses directly over this maintained and heavily used public recreation trail. The gondola will carry more than 1,000 people per hour in 30+, bus-sized "cabins" directly over the Bonneville Shoreline Trail and parallel to it within 50 meters. The gondola will invade and destroy all privacy of the public using the Open Space and BS Trail public recreation areas.

In addition to the gondola itself, the gondola base station, transfer station, parking structure and new traffic lights, outlined in the Draft EIS, as well as the proposed commercial development at the gondola base will create significant additional congestion and traffic that in turn will cause significant visual impacts, significant additional noise, and significant pollution impacts on the Open Space, National Forest and the existing portion of the Bonneville Shoreline Trail that runs through them. The operation of the gondola itself (not including the gondola base operation) will almost double the noise caused by S.R.210. When the backup generator for the gondola is operational, the noise will be much worse. The erection of a 232-foot tower within meters of the Open Space will insure a highly invasive destruction of privacy for all the public using the Open Space area and the adjoining National Forest and the existing trail. In no way can these highly intrusive and significant impacts be labeled de minimus, just because the gondola is above the trail and does not physically touch the ground there. Certainly, if UDOT proposed to route aircraft continuously transporting over 1,000 people per hour flying within 100 feet of the ground over a public recreation area, no rational being would consider its impact nonexistent or de minimus.

UDOT's Draft EIS is negligent in failing to identify the existing portion of the Bonneville Shoreline Trail that is affected and the Open Space as a public recreation area to be considered under Section 4(f).

UDOT's Draft EIS is negligent in failing to include impacts to this public recreation area. UDOT is incorrect in that these impacts are most certainly not de minimis. UDOT's Draft EIS is negligent in failing to provide mitigation for these impacts.

COMMENT #: 752
DATE: 1/10/22 5:59 PM
SOURCE: Website
NAME: Daniel Clark

COMMENT:

Please no gondola. Please consider the least invasive option of slightly widening the road, and utilize busses.

COMMENT #: 753
DATE: 1/10/22 6:01 PM
SOURCE: Website
NAME: Emily Viehl

COMMENT:

I would really like to see udot try to increase bus services or try a less impactful solution before doing permanent damage to LCC. This decision effects so many people outside of the ski resorts. I do not think widening the roadway or building a gondola is an appropriate use of tax payer money and the damage that will be done to the climbing resources in the canyon is unacceptable.

Both of the proposed alternatives would have a dramatic and permanent negative impact on the salt lake climbing community. I honestly can't believe these plans are even being seriously considered-they are so expensive and destructive. Myself and so many others live in slc because of the access to climbing resources. I think this proposal is only considering the short term, you would be destroying the very things that make slc a destination. Please please please consider the broader community before making this decision.

COMMENT #: 754
DATE: 1/10/22 6:01 PM
SOURCE: Email/Website
NAME: David Carter

COMMENT:

Dear UDOT Little Cottonwood Canyon Project team,

Please find my attached comments on the analysis contained in the LCC DEIS revised Chapter 26, including effects of the action alternatives on the protected activities and features or attributes of Section 4(f) recreation resources (Alpenbock Loop Trail and Grit Mill trailheads).

Thank you and best regards,

David Carter

David P. Carter
Salt Lake City, UT
[REDACTED]

January 10, 2022

Utah Department of Transportation (UDOT)
Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Pkwy
Cottonwood Heights, UT 84121

RE: Little Cottonwood Canyon Draft Environmental Impact Statement Ch. 26 4(f) and 6(f) revision comments

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the analysis contained in the revised Chapter 26, including effects of the action alternatives on the protected activities and features or attributes of Section 4(f) recreation resources (Alpenbock Loop Trail and Grit Mill trailheads), hereafter referred to as “LCC DEIS Ch. 26 revisions.” I have reviewed the Ch. 26 revisions materials UDOT made available for this purpose on the Little Cottonwood Canyon (LCC) EIS website. It is worth noting that I have also previously attended related public meetings and personally discussed the project with UDOT representatives on several occasions. I appreciate these efforts at transparency and input.

As a Salt Lake City resident who lives on the Wasatch Front precisely because of the quick and easy access to world-class outdoor recreation resources and natural spaces, I am deeply invested in the future of LCC as a unique and irreplaceable natural resource—including and beyond the properties falling under the new 4(f) designation as the Alpenbock Loop and Gritt Mill climbing opportunities. As an avid recreationist, I use the Canyon year-round for rock climbing, ice climbing, trail running, and backcountry skiing. I also enjoy skiing at Alta and Snowbird every winter. As an assistant professor of public policy and administration, I am keenly interested in intelligent, equitable, and effective public policies that benefit all residents living on the Wasatch Front.

I applaud and thank the responsible United States Forest Service officials and personnel for revisiting the 4(f) designation of the referenced area and agree with the recognition of the area as significant

enough to warrant the designation, although I disagree with the limited scope of the designation, as discussed below. I would also like to note that I recognize the inconvenience, cost, and safety concerns created by winter congestion in LCC, as well as the increasing demands imposed by population growth along the Wasatch Front and growing interest in outdoor recreation. I agree that these matters need to be addressed.

Unfortunately, the Ch. 26 revised analysis is based on an incomplete, unjustified, and overly-narrow USFS 4(f) assessment and designation that fails to fully recognize other relevant and qualifying resources and properties as recreational resources of sufficient “national, state, or local significance” to warrant 4(f) protections, including the Gate Buttress area, individual climbing boulders, and adjoining areas. Furthermore, UDOT’s analysis contained in the revised Chapter 26, including effects of the action alternatives on the protected activities and features or attributes of Section 4(f) recreation resources (Alpenbock Loop Trail and Grit Mill trailheads) is notably cursory and incomplete to the point that it invalidates the conclusions drawn in the revised Chapter 26. On these bases, the revised Chapter 26 is fatally flawed and a new analysis, based on a reconsidered USFS 4(f) analysis and designation and a more thorough, complete, and justified assessment by UDOT is needed.

The inadequate USFS 4(f) analysis reaches a flawed and incomplete 4(f) determination.

In a November 21, 2021 letter to UDOT, the USFS argues :

...that individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the Alpenbock Trail area, but do not have a corresponding level of significance and are not essential features when assessed individually.

This rationale is unfounded and runs contrary to how boulderers, climbers, and other recreationists value such resources (which ultimately bestows the “significance” of the resource that justify its 4(f) designation). First, the determination ignores evidence of the significance of the referenced climbing resources. For example, survey data collected by the SLCA in 2018 and 2019 in collaboration with University of Utah researchers show Little Cottonwood Canyon to house the most popular and frequently used climbing resources in the region, while infrared trail counter data show tens of thousands of uses of the areas (see: Salt Lake Climbers Alliance’s 2021 EIS-Relevant Data Report). Furthermore, the very boulders that the USFS deems as not having “a corresponding level of significance and are not essential features when assessed individually” have been cited by Nathaniel Coleman, 2021 Silver medal Olympian in climbing, as a combined essential training ground and escape and “some of the best boulders in the canyons...And they are truly irreplaceable” (as quoted in Julie Jag’s Aug 23, 2021, article in the Salt Lake Tribune).

Second, the recreational climbing experience occurs on a specific climb whether it is roped or unroped on a boulder by utilizing specific holds that exist on the specific climb. Consequently, each climb has its own unique experience of climbing movement (described by Nathaniel Coleman “...every rock is unique. Every rock is an impossible combination of coincidence,” as quoted in the aforementioned J. Jag, 2021).

Furthermore, aggregating various climbs located in these areas to determine that only in the aggregate deserve 4(f) protections fails to account for why these boulders—and more specifically boulder problems—deserve 4(f) protections. Here, the USFS fails to appreciate how unique these boulders are in quality and consequently the recreational experience these boulders provide in such close proximity to a city the size of Salt Lake City. There is no bouldering area, with such high-quality boulder problems, in such close proximity to a city the size of Salt Lake City anywhere else in the United States. Indeed, it is the world-class status of the climbing opportunities in question that has attracted national attention to the issue, as evidenced by Steven Potter’s August 25, 2021 article “Little Cottonwood Canyon boulders threatened by infrastructure plan” in the internationally-circulated Climbing magazine.

The inadequate USFS 4(f) analysis and UDOT fail to recognize the Gate Buttriss as a 4(f) property and evaluate it as such for the purposes of the EIS.

The Gate Buttriss Lease clearly states the primary purpose behind signing the Gate Buttriss Lease: Lessor hereby leases the Premises to Lessee for the sole purpose of facilitating responsible, recreational hiking, rock climbing, and other recreational activities free of charge for members of the general public through the planning, developing, repairing, maintaining and reconstruction of Improvements to the Premises in order to integrate management of the rock climbing and hiking infrastructure in lower Little Cottonwood Canyon.

The USFS and UDOT's conclusion that the Gate Buttriss property is not eligible for 4(f) designation due to its status as "private" property incorrectly assumes a simplistic distinction between "public" and "private" property that is not supported in practical, administrative, or legal precedent. For instance, scholars, legal experts, and public officials have long recognized that some "private" properties reflect an "inherent publicness" associated with public access and use (e.g. see Rose, 1986, in *The University of Chicago Law Review*; Alexander, 2013, in *Iowa Law Review*; Goodwell, 2017, in *Administration & Society*), which unquestionably applies to the Gate Buttriss property, as described below. Furthermore, by way of a lease agreement the Gate Buttriss property is managed by the SLCA, an example of what environmental policy and planning scholars refer to as a "civic recreation organization," precisely for the markedly public functions that they carry out (see Schild, 2019, in *Environmental Management*; Carter et al, 2020, in *Journal of Outdoor Recreation and Tourism*). And public support (both of the monetary and sweat equity varieties) have been continuously expended to improve and maintain the property and the recreational infrastructure and resources it holds.

UDOT's evaluations that its preferred alternatives – roadway widening and a gondola – represent de minimis impacts are incorrect, as they are based on assumptions and logic that lack evidence and downplay the actual impacts that either/both of the alternatives would have on climbing resources and the climbing experience.

- UDOT suggest impacts to climbing resources (boulders closest to the road and the widening activities) would be minimized by the creation of retaining walls. This suggestion is speculative, lacking sufficient analysis and modeling to justify the conclusion. UDOT cannot reach a de minimis impact determination without a net impact analysis. A net impact analysis cannot be completed without calculating the actual damage done to 4(f) resources and calculating the proposed mitigation to offset the actual damages.
- UDOT notes that approximately 658 feet of the Alpenbock Loop Trail would need to be relocated to accommodate road widening. UDOT has failed to meet its duty to actually analyze this impact. To do so, UDOT must clearly demonstrate this reroute would take place, whether "connectivity" of the existing trail will be maintained, and, if necessary, propose and commit to mitigation.
- UDOT's analysis inaccurately underestimates the impacts that widening S.R. 210 would impose on the climbing experience within and beyond the 4(f) Alpenbock Loop and Grit Mill Climbing Opportunities. For example, UDOT refers to a "minor noise increase during the winter when lanes are in use" to justify the de minimis evaluation. However, this fails to recognize the additive effect of what researchers refer to as "noise loads" when further vehicles (especially buses) are added to an existing roadway (e.g. see Barber et al, 2011, in *Landscape Ecology*). Furthermore, the analysis claims no additional impacts in the summer, fall, or spring because buses will not be traveling in the additional lanes – a conclusion that fails to acknowledge that robust empirical findings show that such roadway widening will almost certainly encourage more private vehicle traffic on S.R. 210 during these seasons, thereby imposing a greater noise load, as well as air pollution and associated environmental impacts (see DeRobertis et al, 2014, in *Institute of Transportation Engineers (ITE) Journal*).
- UDOT notes that a significant amount of boulders ("21.7% of the boulders in the area") will be located underneath the gondola alignment but "not directly impacted." The sheer amount of boulders affected, as noted here, makes it very difficult to understand how such an impact to these climbing

resources can still be deemed to be de minimis. UDOT's shallow logic hangs on the notion that these climbing resources can still be used and that climbers have no reasonable expectation of serenity due to the proximity of the road. On the latter point, it is a false proposition that the climbing experience is not substantially altered by the industrial presence (both of noise and viewshed) of a gondola overhead. It should also be noted that the same faulty logic applies to how the use by hikers of the Alpenbock Loop Trail and Grit Mill Trail will not be substantially and negatively affected by the presence of the Gondola. For example, UDOT's analysis inaccurately underestimates the impacts that widening S.R. 210 would impose on the climbing experience within and beyond the 4(f) Alpenbock Loop and Grit Mill Climbing Opportunities. UDOT's claim that the gondola would impose no additional noise impacts on climbers and other dispersed recreators is inaccurate and unsupported by evidence. In fact, empirical research shows that gondola towers, stations, and ropeway components represent "...multiple noise sources" (that are not well captured by "traditional noise propagation models"; Rossi and Nicolini, 2011, in Noise Control Engineering Journal). One need only stand under a gondola when it is running to realize that the auditory intrusion on one's experience in nature settings is impairing and significant. A more thorough evaluation is needed before UDOT has met its legal burden to assess impacts to 4(f) resources as to how the continued presence of a Gondola will forever change the recreational experience in this area, be it for a boulderer, hiker, or bird watcher.

Towards a more complete, justified, and credible analysis and evaluation.

As I've sought to articulate throughout these comments, I encourage UDOT to recognize that the revised Chapter 26 is fatally flawed and a new analysis, based on a reconsidered USFS 4(f) analysis and designation and a more thorough, complete, and justified assessment by UDOT is needed. Individual climbing resources should be recognized for 4(f) protections, as should the Gate Buttress area. A reassessment of the impacts of UDOT's preferred alternatives should be implemented that includes modeling, simulation, and/or other more detailed assessment and estimation of impacts to climbing resources and the climbing experience, where "impact" is understood as more than the complete loss of climbing resources. Rather, "impact" should include the very real visual and auditory impacts that would forever alter the climbing experience, not to mention the natural characteristic, quality, and aesthetic of Little Cottonwood Canyon that makes it a truly iconic, world-class resource.

Thank you for this opportunity to provide this input.

Sincerely,

David P. Carter

COMMENT #: 755
DATE: 1/10/22 6:06 PM
SOURCE: Website
NAME: Emily Thompson

COMMENT:

This project involves the destruction and/or removal of irreplaceable and historic world-class climbing resources that serve a huge part of Utah's community year round. This would remove one of the things that makes Salt Lake City so special and a tourist attraction to people across the world who travel here and move here because of the access to these world class climbing areas.

COMMENT #: 756
DATE: 1/10/22 6:13 PM
SOURCE: Website
NAME: Alex Mager

COMMENT:

We are looking for a solution to a complicated, long term problem, but haven't yet tried to implement the most accessible potential solution. The enhanced bussing alternative deserves at least a chance before larger, more permanent, much more expensive alternatives are considered.

COMMENT #: 757
DATE: 1/10/22 6:13 PM
SOURCE: Website
NAME: Jay Nice

COMMENT:

Every resort in the canyons should have to purchase 10 busses, staff them, maintain them, and pay for them. Tax payer citizens should not subsidize these ski resorts. They already treat their employees like shit whilst paying low wages. They are making money hand over fist, year over year. Let them provide adequate bussing to alleviate canyon traffic.

COMMENT #: 758
DATE: 1/10/22 6:16 PM
SOURCE: Website
NAME: Aaron Child

COMMENT:

I was very pleased to see the revisions for enhanced protections for Little Cottonwood Canyon, but I fear that it's not enough. These outdoor resources are why people move to Salt Lake. Even the mere sight of a massive gondola would ruin the grandeur that is Little Cottonwood. It would be another example of humanity trampling the natural world so that it bends to their will. Let's show people that the city actually cares about what it has (and doesn't even have to maintain. At all. It's not a city park. It's just a bunch of trails and boulders.) and what draws people to live here. The economic impact alone is potentially unrealized. Don't throw it away. Please explore other less destructive options.

COMMENT #: 759
DATE: 1/10/22 6:25 PM
SOURCE: Website
NAME: Erik Sahlin

COMMENT:

I am over 100% for the gondola because it can provide some mobility but it can bring people up in almost any weather, making it so much more resilient than buses. I see more disadvantages with the buses. Yes, they are gonna bring more express access to the resort, but the efficiency could be screwed because what if one of the buses broke down, or a plow can't get in their lane due to space and closures? This is gonna screw up the mobility and canyon closures could effect it too. I especially don't know if the lanes will be big enough for buses because of the huge environmental impact to destroy a section of the canyon to add lanes wide enough for bus drivers to handle. Gondolas on the other hand, especially the Tri-Cable option are less impactful on the environment, especially the world class boulder climbing because Tri-Cable towers could be as much as a mile in between each other, having little to no impact. As a gondola advocate, I want the gondola to provide amazing views on the way up and not have to rely on a person like a bus driver to drive us because the gondola is operated from the station basically!

COMMENT #: 760
DATE: 1/10/22 6:31 PM
SOURCE: Website
NAME: Julia Geisler

COMMENT:

January 10, 2022
Utah Department of Transportation (UDOT)
Little Cottonwood Canyon (LCC)
Draft Environmental Impact Statement (DEIS)
c/o HDR
2825 East Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121
[REDACTED]

RE: SLCA Comments Regarding Revised Chapter 26 to Little Cottonwood Draft Environmental Impact Statement

Introduction

The Salt Lake Climbers Alliance (SLCA) welcomes the opportunity to comment on the Revised Chapter 26 of the Little Cottonwood Canyon transportation alternatives Draft Environmental Impact Statement (DEIS). The SLCA previously commented on the DEIS and incorporates by reference that comment letter. The SLCA appreciates the Utah Department of Transportation (UDOT) and the United States Forest Service (USFS) reconsidering their 4(f) determination and analysis in the DEIS and supports the revised evaluation's recognition of the Alpenbock Loop and Grit Mill climbing opportunities as 4(f) properties under the Department of Transportation Act. However, UDOT's revised Chapter 26 evaluation and the USFS decisions it relies on remain inadequate in both rationales and evidence, reach unsupported and incorrect determinations as to what climbing Little Cottonwood Canyon resources qualify for 4(f) protections, and the levels of impacts posed by UDOT's preferred transportation alternatives on these appropriately recognized 4(f) climbing resources. The conclusions that UDOT's preferred shoulder lane and gondola alternatives present de minimis impacts on the 4(f) climbing resources are inaccurate, without factual validity, and founded on inadequate analysis.

Background on SLCA

The SLCA is the local climbing advocacy 501(c)(3) non-profit in and around Salt Lake City, Utah. The SLCA is the recognized voice of climbers in the greater Wasatch, engaging as an advocate to protect outdoor climbing access and as a steward to maintain sustainable climbing resources in the Wasatch and surrounding regions. The SLCA is engaged in ongoing stewardship of climbing resources on "both public and private property in the Wasatch, and associated data collection in the form of infrared field trail counters and climber surveys, in collaboration with researchers from the University of Utah. The SLCA has invested significant resources in support of sustainable recreational infrastructure in Little Cottonwood Canyon, which joint SLCA/University of Utah survey data show to consistently rank as the most popular and frequently used climbing destination in the Wasatch (see: Salt Lake Climbers Alliance. (2021). 2021 EIS-Relevant Data Report. Author: Salt Lake City, UT).

Executive Summary

The revised Little Cottonwood Canyon transportation alternatives Chapter 26 Draft Section 4(f) is insufficient and faulty in both the scope of its 4(f) determination and its assessment of the impacts its DEIS preferred alternatives would have on the narrowly recognized 4(f) climbing resources and surrounding properties. The faults lie with both UDOT's evaluation and analysis, and the USFS decisions they rely on. First, a greater segment of the climbing resources-and more specifically the

world-class bouldering resources of lower Little Cottonwood Canyon-deserve 4(f) protections. The USFS determination that the boulders themselves do not deserve 4(f) protections is incorrect, arbitrary and capricious, and warrants immediate reconsideration. UDOT also fails to accurately determine that the boulders at the Gate Buttress are 4(f) resources and likewise deserve 4(f) protections. Second, UDOT incorrectly concludes impacts to 4(f) climbing resources in lower Little Cottonwood Canyon are de minimis. The revised Chapter 26 fails to accurately assess the impacts to 4(f) resources by concluding in cursory fashion, without any serious analysis, that impacts to the bouldering resources on USFS lands are de minimis by the two Preferred Alternatives.

The SLCA continues to take the position, as it stated in comments to the DEIS, that the Enhanced Bus Alternative, without road widening, should be adopted by UDOT in its record of decision. The Enhanced Bus Alternative is the only acceptable alternative proposed, while not imposing unreasonable and irretrievable damage to Little Cottonwood Canyon and its recreational opportunities-including, but not limited to, nationally recognized world-class, unique and historic bouldering resources.

The USFS's new letter determination of 4(f) Climbing Resources located on USFS lands incorrectly determines individual boulders and/or climbs do not warrant 4(f) protections.

In a November 21, 2021 letter to UDOT, the USFS, in response to comments received to the DEIS, changed its previous interpretation that climbing resources accessed via the Alpenbock Loop and Grit Mill trails deserve 4(f) protections when considering these climbing resources in the aggregate. Specifically, the USFS states:

The Forest Service maintains that individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the Alpenbock Trail area, but do not have a corresponding level of significance and are not essential features when assessed individually.

The USFS determination that the “individual cliffs, boulders, groups of boulders, bouldering problems” are not significant enough for 4(f) protections when assessed individually is unfounded and illogical. First, the determination ignores evidence of the significance of the referenced climbing resources. For example, survey data collected by the SLCA in 2018 and 2019 in collaboration with University of Utah researchers show Little Cottonwood Canyon to house the most popular and frequently used climbing resources in the region, while infrared trail counter data show tens of thousands of uses of the areas (see: Salt Lake Climbers Alliance’s 2021 EIS-Relevant Data Report). Furthermore, the very boulders that the USFS deems as not having “a corresponding level of significance and are not essential features when assessed individually” have been cited by Nathaniel Coleman, 2021 Silver medal Olympian in climbing, as a combined essential training ground and escape and “some of the best boulders in the canyons...And they are truly irreplaceable” (as quoted in Julie Jag’s Aug 23, 2021, article in the Salt Lake Tribune).

Second, the recreational climbing experience occurs on a specific climb whether it is roped or unroped on a boulder by utilizing specific holds that exist on the specific climb. Consequently, each climb has its own unique experience of climbing movement (described by Nathaniel Coleman “...every rock is unique. Every rock is an impossible combination of coincidence,” as quoted in the aforementioned J. Jag, 2021). A parallel way to think about the significance of these boulders is to think how each home is identified for 4(f) protections in this EIS due to its NHPA listing. Such homes are identified on an individual basis due to the specific home’s unique, individual, and historical features. There is no discernible difference here and arguably the greater accessibility of these boulders to experience them by actually climbing these boulders or observing such climbing from an adjacent trail suggests these resources are more deserving of protection than the homes listed for 4(f) protections in the DEIS.

Furthermore, aggregating various climbs located in these areas to determine that only in the aggregate deserve 4(f) protections fails to account for why these boulders-and more specifically boulder problems-deserve 4(f) protections. Here, the USFS fails to appreciate how unique these boulders are in quality and consequently the recreational experience these boulders provide in such close proximity to a city the size of Salt Lake City. There is no bouldering area, with such high quality boulder problems, in such close proximity to a city the size of Salt Lake City anywhere else in the United States. Indeed, it is the world-class status of the climbing opportunities in question that has attracted national attention to the issue, as evidenced by Steven Potter's August 25, 2021 article "Little Cottonwood Canyon boulders threatened by infrastructure plan" in the internationally-circulated Climbing magazine.

The USFS incorrectly concludes that the Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs do not deserve 4(f) protections.

The USFS' November 21, 2021 letter reiterates the same conclusory statement that the Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs boulders are "not significant as defined under 23 C.F.R. -§ 774.11(d)." It is unclear how the USFS is citing to 23 C.F.R. -§711. (d), as the section of the code does not have a definition for "significant." The USFS cannot merely cite to the section of CFR that requires the agency with jurisdiction, the USFS in this case, to make the determination whether a resource is "significant"and deserving 4(f) protections. Such a clear conclusory statement without any basis in the administrative record is arbitrary and capricious and will not be upheld by a reviewing court. The SLCA is confident that a full faith and thorough 4(f) analysis of the cited boulders would recognize them as significant.

For example, Jack's Boulder (in the Cabbage Patch area) and Copperhead (in the Secret Garden) contain many "classic" boulder problems (i.e. highly regarded, valued, and frequented) boulder problems (i.e. routes), readily accessed from near the Alpenbock Loop Trail system. The USFS incorrectly concludes that these boulders are not significant and that these boulders' proximity to the Alpenbock Loop Trail do not warrant the protection as part of the Alpenbock Loop Trail. The USFS has provided no logical basis, evidence, or credible rationale (either practically speaking or grounded in agency procedure) as to why these boulders do not meet the criteria of "significance" when they are, for all intents and purposes, a part of the greater Alpenbock Loop system to which the USFS has bestowed a 4(f) designation. In fact, the primary purpose of the Alpenbock Loop trail is to access such climbing resources-demonstrating that the locus of recreational significance for the Alpenbock Loop and Grit Mill climbing opportunities rests in the individual climbing resources, themselves, instead of an aggregated conceptualization of the property. There is nothing in the administrative record to support the conclusory statements by the USFS that these boulders do warrant 4(f) protections. The only logical remedy for the error is yet another evaluation of the property and its resources, followed by a new revision of Chapter 26. The SLCA firmly contends that the Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs all deserve 4(f) protections and welcomes further dialogue with UDOT and the USFS to conduct an adequate 4(f) assessment of these 4(f) climbing resources.

Lastly, it should be noted that both the 5-Mile boulders and the Split boulder are located on the Gate Buttress Leased property that is under lease with the SLCA and Access Fund as lessees and the Church of Jesus Christ of Latter Day Saints, as the lessor. Consequently, the USFS should not be making a 4(f) determination for these climbing resources; instead, the SLCA refers UDOT to the reasons discussed below as to why the climbing resources located at the Gate Buttress warrant 4(f) protections and an actual 4(f) analysis of these 4(f) climbing resources. It is unclear whether the USFS does not actually know the locations of the 5-Mile boulders and the Split boulder, that is, these 4(f) climbing resources are not located on lands administered by the USFS or whether the USFS is confused as to their jurisdiction in the 4(f) evaluation process for these resources. The USFS should not be providing recommendation on 4(f) designations for these boulders; the SLCA has previously provided detailed mapping showing the property ownership for the location of these boulders.

The Revised Impacts Analyses performed by UDOT in the Revised Chapter 26 are erroneous as to the impacts to 4(f) climbing resources and need to be reconsidered.

Road Widening Impacts are understated and UDOT's de minimis impact determination to 4(f) climbing resources is in error.

Table 26.5-7 identifies the impacts to climbing resources located off the Alpenbock Loop Trail and Grit Mill Trail as de minimis from North Little Cottonwood Road to Alta with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative. For the following reasons, this impact analysis is in error and needs to be reconsidered.

First, UDOT suggests impacts to climbing resources (boulders closest to the road and the widening activities) would be minimized by the creation of retaining walls. This suggestion is very speculative and is unsupported by any detailed mapping and design drawings to illustrate how such harm to these 4(f) climbing resources could be minimized by the construction of said retaining walls. UDOT bears a greater burden in establishing the reasonableness of a proposed mitigation effort than mere speculation that is occurring here. Absent a more detailed proposal on these retaining walls, there is no real measurable way to assess the true impacts, and, moreover, UDOT cannot reach a de minimis impact determination that must be predicated on a net impact analysis. A net impact analysis cannot be completed without actually calculating the actual damage done to 4(f) resources and also calculating the proposed mitigation to offset the actual damage.

Second, UDOT's impact analysis is also flawed due to the fact that number of climbing resources that may have retaining walls constructed by them is not identified; without quantification of the number boulders that may have retaining walls constructed around them, there is no real way to ascertain what the net impact will be on the climbing experience in this general area. While the SLCA disagrees with the interpretation that specific boulder and boulder problems do not deserve 4(f) protections, even adopting the UDOT/USFS interpretation that the climbing resources off these two trails in the aggregate warrant 4(f) protections demonstrates the inadequacy of the current impact analysis because there is no quantification of how many boulder problems may be affected by the proposed retaining wall measures.

Third, UDOT's impact analysis fails to adequately assess the impacts resulting from the destruction of seven (7) boulders due to unnecessary road-widening activities. UDOT's analysis is insufficient because there is no real mitigation proposed. Rather, UDOT states it may consider the feasibility of relocating boulders as part of the construction process. To truly conduct a net impact analysis to arrive at a de minimis determination, UDOT must seriously propose and commit to mitigation. In this case, UDOT would have to commit to relocating the boulders and if not feasible, then a supplement to the EIS would have to be issued before actually proceeding with destroying the boulders.

Fourth, UDOT's impact analysis also notes that approximately 658 feet of the Alpenbock Loop Trail would need to be relocated to accommodate the unnecessary road widening. UDOT, here again, has failed to meet its burden to actually analyze this impact. To do so, UDOT must clearly demonstrate how this reroute would take place, whether "connectivity" of the existing trail will be maintained, and, if necessary, propose and commit to mitigation.

Fifth, UDOT's analysis inaccurately underestimates the impacts that roadway widening would impose on the climbing experience within and beyond the 4(f) Alpenbock Loop and Grit Mill climbing opportunities. For example, UDOT refers to a "minor noise increase during the winter when lanes are in use" to justify the de minimis evaluation. However, this fails to recognize the additive effect of what researchers refer to as "noise loads" when further vehicles (especially buses) are added to an existing roadway (e.g. see Barber et al., 2011, in Landscape Ecology). Furthermore, the analysis claims no additional impacts in the summer, fall, or spring because buses will not be traveling in the additional lanes - a conclusion that fails to acknowledge that robust empirical findings show that such roadway

widening will almost certainly encourage more private vehicle traffic on S.R. 210 during these seasons, thereby imposing a greater noise load, as well as air pollution and associated environmental impacts (see DeRobertis et al., 2014, in Institute of Transportation Engineers (ITE) Journal). Gondola impacts to 4(f) climbing resources are drastically understated and a de minimis impact determination is in error and needs to be reconsidered.

UDOT's impact analysis from implementing the Gondola Alternative is contained in Table 26.5-9. For the following reasons, the SLCA disagrees with UDOT's impact analysis to 4(f) climbing resources.

First, UDOT approaches the entire use case for the Gondola from a faulty premise, when it states that if an impact is determined to be de minimis then there cannot be a constructive use of a 4(f) resource by being located in the easement for the Gondola. UDOT appears to be asserting that it has concluded that the impact to 4(f) resources is de minimis and thus it need not conduct any further analysis whether there is a constructive use. As demonstrated above in this comment letter, UDOT has not completed a sufficient 4(f) impact analysis to even reach a de minimis determination as to the impact to 4(f) resources. UDOT should reconsider its analysis and actually assess whether there has been "substantial impairment" to climbing resources in these easement areas. The SLCA's position is that permanent easement for a gondola with an associated two to three year construction process along with ongoing operations of the gondola overhead climbing resources substantially impairs the climbing experience when accounting for viewshed and noise impacts.

Second, UDOT identifies that trailhead parking for the Alpenbock Loop Trail will be reduced from 160 to 95 to accommodate the unnecessary improvements of installing a gondola base station in this area. UDOT describes that certain spots will be specifically identified for Alpenbock Loop Trail, noting that this designated use does not currently exist. UDOT seems to be suggesting that there will no harm to the general accessibility to the Alpenbock Loop Trail, but there is no evidentiary basis to support this conjecture. The SLCA is concerned that accessibility to the Alpenbock Loop Trail as well as climbing access from this trail will actually be very negatively impacted by the proposed reduction in this trailhead parking, and, thus, this cannot be a de minimis impact.

Third, UDOT identifies the removal of 4 boulders to accommodate the unnecessary construction associated with the gondola alternative. Similar to the faulty impact analysis tied to the removal of boulders under the road widening alternatives. UDOT needs to actually commit to mitigation for the removal of these boulders. Without doing so, UDOT cannot reach a de minimis impact determination. It is again worth noting, the SLCA's position is that the boulders and specific boulder problems themselves warrant 4(f) protections for the reasons stated previously. By assigning this appropriate level of 4(f) protection, the USFS and UDOT should determine the impacts to these 4(f) climbing resources is too adverse and select the Enhanced Bus Alternative without any road-widening.

Fourth, it is noted that a significant amount of boulders ("21.7% of the boulders in the area") will be located underneath the gondola alignment but "not directly impacted." The sheer amount of boulders affected, as noted here, makes it very difficult to understand how such an impact to these climbing resources can still be deemed to be de minimis. UDOT's shallow logic hangs on the notion that these climbing resources can still be used and that climbers have no reasonable expectation of serenity due to the proximity of the road. On the latter point, it is a false proposition that the climbing experience is not substantially altered by the industrial presence (both of noise and viewshed) of a gondola overhead. It should also be noted that the same faulty logic applies to how the use by hikers of the Alpenbock Loop Trail and Grit Mill Trail will not be substantially and negatively affected by the presence of the Gondola.

For example, UDOT's analysis inaccurately underestimates the impacts that widening S.R. 210 would impose on the climbing experience within and beyond the 4(f) Alpenbock Loop and Grit Mill Climbing Opportunities. UDOT's claim that the gondola would impose no additional noise impacts on climbers

and other dispersed recreators is inaccurate and unsupported by evidence. In fact, empirical research shows that gondola towers, stations, and ropeway components represent “multiple noise sources” (that are not well captured by “traditional noise propagation models”; Rossi and Nicolini, 2011, in Noise Control Engineering Journal). One need only stand under a gondola when it is running to realize that the auditory intrusion on one’s experience in nature settings is impairing and significant. A more thorough evaluation is needed before UDOT has met its legal burden to assess impacts to 4(f) resources as to how the continued presence of a Gondola will forever change the recreational experience in this area, be it for a boulderer, hiker, or bird watcher.

The Gate Buttress is a 4(f) property and the climbing resources located on the leased property are 4(f) resources; consequently, these 4(f) resources should be evaluated as such for the purposes of the EIS.

The USFS and UDOT’s conclusion that the Gate Buttress property is not eligible for 4(f) designation due to its status as “private” property incorrectly assumes a simplistic distinction between “public” and “private” property that is not supported in practical, administrative, or legal precedent. For instance, scholars, legal experts, and public officials have long recognized that some “private” properties reflect an “inherent publicness” associated with public access and use (e.g. see Rose, 1986, in The University of Chicago Law Review; Alexander, 2013, in Iowa Law Review; Goodwell, 2017, in Administration & Society,), which unquestionably applies to the Gate Buttress property, as described below. Furthermore, by way of a lease agreement the Gate Buttress property is managed by the SLCA, an example of what environmental policy and planning scholars refer to as a “civic recreation organization,” precisely for the markedly public functions that they carry out (see Schild, 2019, in Environmental Management; Carter et al., 2020, in Journal of Outdoor Recreation and Tourism). Public support (both of the monetary and sweat equity varieties) have been continuously expended to improve and maintain the property and the recreational infrastructure and resources it holds. Federal Highway Administration (FHWA) guidance also makes clear that such lease agreements can be the basis for certain parks or recreational guidance deserving 4(f) protections.

Careful evaluation of the terms of the Gate Buttress Lease, as discussed below, clearly demonstrates the Gate Buttress Lease Area is a 4(f) property with 4(f) recreation resources.

The primary purpose of the Gate Buttress Lease is to afford the public with access to recreate on the Gate Buttress Lease Area.

The Gate Buttress Lease clearly states the primary purpose behind signing the Gate Buttress Lease:

Lessor hereby leases the Premises to Lessee for the sole purpose of facilitating responsible, recreational hiking, rock climbing, and other recreational activities free of charge for members of the general public through the planning, developing, repairing, maintaining and reconstruction of Improvements to the Premises in order to integrate management of the rock climbing and hiking infrastructure in lower Little Cottonwood Canyon.

The excerpted provision makes clear that Lease provides access free to the public for general recreational purposes. Furthermore, the intended purpose is to make “Improvements to [the Lease Area] in order to integrate management of the rock climbing and hiking infrastructure in lower Little Cottonwood Canyon.” The clear intent of the parties to the lease was and continues to be to have Gate Buttress Lease Area integrated into the rock climbing and hiking infrastructure which entails the Alpenbock Loop Trail and the Grit Mill Trail. From a recreational experience, be it climbing on the boulders in these three areas or simply hiking the trail connecting these three areas, the recreational experience is now an integrated one by virtue of the trail work that has been spearheaded by the SLCA in coordination with the USFS and the Church of Latter Day Saints. As noted in the SLCA’s DEIS Comment Letter, the SLCA has spent considerable resources developing this integrated area and consequently integrated recreational experience.

The term of the Gate Buttress Lease demonstrates a long term commitment amongst the parties to maintain and improve the Lease Area for the public's recreational enjoyment.

When evaluating whether a lease agreement qualifies for 4(f) protections, consideration must be given to the length of the lease agreement. The Gate Buttress Lease has an initial term of ten (10) years with successive ten-year renewal periods that have no end date. The length of the initial term along with the potential for ten-year renewal periods in perpetuity demonstrate the parties long term commitment for the Gate Buttress Lease area. For the Mountain West Corridor Project, UDOT concluded that a lease agreement deserves 4(f) protections with arguably less or equal commitments by the lessor as to the duration of the lease or a long term commitment. In that case, Salt Lake County and Utah Power & Light (Rocky Mountain Power's predecessor) have a very simple lease agreement that leases an area that contains Hunter Park. That lease agreement has not actual term identified; rather, the use or duration is allowed so long as the use of Hunter Park does not interfere with Rocky Mountain Power's needs related to its power lines running through an exterior portion of the park. For example, Rocky Mountain may decide to expand its existing lines and in doing so may require unencumbered use of the park, which could require the elimination of the park. This type of right of the lessor is no different than the Gate Buttress Lease, and the ability of the lessor in the case of the Gate Buttress lease should not be viewed as a negative in determining whether the lease agreement along with consideration of the climbing resource opportunities warrants 4(f) protections for the Gate Buttress area.

The Gate Buttress Lease has a termination clause; however, the mere ability to effectuate the clause is overcome by the long term use of the area by rock climbers and the historical practice of the parties to the Gate Buttress Lease working to preserve the Gate Buttress on a long-term basis.

UDOT also needs to consider the long term use of these climbing resources at the Gate Buttress even though the formal lease agreement was not entered into until 2018. Climbing has been occurring on the lease premises since the 1950s. The purpose of entering into the lease agreement was to formally recognize the importance of these climbing resources and to better facilitate its management. An example of better securing the long term management and preservation of this climbing resource can be seen in how the parties to the lease meet annually per the terms of the Gate Buttress Lease to discuss an annual work plan related to trail improvements and maintenance activities to preserve and improve upon the recreational experience for the lease area.

In conclusion, SLCA respectfully recommends that UDOT reconsider and correctly recognize the Gate Buttress Lease area as a 4(f) resource and specifically each boulder and boulder problems located on the leased area. Correctly recognizing the Gate Buttress Lease and its climbing resources as requiring 4(f) protections, UDOT should select the Enhanced Bus Alternative to appropriately avoid impacts to these 4(f) resources like UDOT did in the Mountain West Corridor Project. In the Mountain West ROD, UDOT selected an alternative that minimized the impacts due to Hunter Park as a 4(f) resource. UDOT concluded that there would be a de minimis impact. Such reasoning was supported by the fact that the use of Hunter Park would not be really impacted as only a sliver of the park would be infringed and notably such an infringement was not affecting a recreational facility. Under either Proposed Alternative, 4(f) climbing resources at the Gate Buttress will be impacted. Such impacts will not be de minimis by either of the Preferred Alternatives, and, thus, UDOT should select the Enhanced Bus Alternative without Roadway Widening in its ROD.

Conclusions

The Revised Chapter 26 still contains fundamentally incorrect 4(f) determinations related to climbing resources in lower Little Cottonwood Canyon. The USFS inappropriately concluded that specific climbs and boulders on USFS lands in lower Little Cottonwood Canyon do not warrant 4(f) protections for the reasons discussed herein. Moreover, the impacts to 4(f) climbing resources located off the Alpenbock Loop Trail and Grit Mill are significant and cannot be found to be de minimis either on the individual

climb basis when each climb is given its correct 4(f) designation or on the aggregate basis as incorrectly concluded by the USFS 4(f) determination. The Gate Buttness and the 4(f) climbing resources located in this area have been shown in these comments to deserve 4(f) protections due to long term lease arrangement between the SLCA, Access Fund, and the Church of Jesus Christs of Latter Day Saints. Similar to the reasoning for climbing resources located off the Alpenbock Loop Trail and Grit Mill Trail, the climbs and trails at the Gate Buttness are 4(f) resources that will be adversely impacted by either of the Preferred Alternatives. UDOT fails to account for the cumulative impact to these 4(f) climbing resources between the three areas (Alpenbock Loop, Grit Mill, and the Gate Buttness). An adequate cumulative impact analysis will show the impacts to be too severe-there is no way to conclude these impacts in the aggregate is de minimis. As shown in these comments, the impacts to individual boulders is greater than de minimis, so a proper analysis by UDOT will eliminate road widening and the gondola from further consideration. Once UDOT rectifies these errors in the 4(f) analyses for these climbing resources, UDOT will realize that the impacts to these 4(f) climbing resources are too significant and consequently, the two Preferred Alternatives will be eliminated from further consideration and making the selection of the Enhanced Bus Alternative without Roadway Widening the only reasonable alternative to adopt. Lastly, the SLCA is compiling a specific analysis of the impacts to all 4(f) climbing resources located in lower Little Cottonwood Canyon and is willing to share this analysis with UDOT to inform UDOT's next revision to these 4(f) resources upon request.

The SLCA continues to appreciate the agency's willingness to move towards less impactful traffic solutions for LCC that will not forever change the character of the canyon.

Sincerely,
SLCA Policy Committee Members &
Julia Geisler, Executive Director, SLCA

COMMENT #: 761
DATE: 1/10/22 6:33 PM
SOURCE: Website
NAME: Peter Harvey

COMMENT:

I am concerned about your proposals for the LCC traffic issues. Please reconsider the gondola and road widening proposals. The beauty of the canyon and relative quick access to nature from SLC.

COMMENT #: 762
DATE: 1/10/22 6:34 PM
SOURCE: Website
NAME: Cameron Griffiths

COMMENT:

The overwhelming majority of local Utah residents do not want a gondola !!! Why should the taxes payers flip the bill so the resorts benefit ? I am an avid rock climber up little cottonwood canyon. The climbing is better than the skiing in my opinion. Should are whole climbing, hiking etc. canyon experience be ruined forever before other options are executed???? The answer is NO !!!!
NO gondola in little cottonwood canyon is my vote !!!!

COMMENT #: 763
DATE: 1/10/22 6:38 PM
SOURCE: Website
NAME: Cameron Griffiths

COMMENT:

How will the gondola affect rock climbing access long term ?

The climbing is world class , should it be destroyed for two busy months out of the year ??? I vote NO

!!!! NO GONDOLA!!!!!!!!!!!!!!

COMMENT #: 764
DATE: 1/10/22 6:41 PM
SOURCE: Website
NAME: Anna Turner

COMMENT:

After reviewing the new EIS, I still am a firm believer that other options should be tested before making substantial and potentially devastating changes to the canyon via road widening or a gondola. I am an avid skier at Alta ski area, and this year I have not waited in heavy traffic ONCE! Even on the deepest powder days we've had. Every time I'm driven to LCC, the traffic in BCC has been substantially more backed up. I believe this PROVES that other options can be effective. Parking fees, tolls, and other options should be explored before making these drastic changes that would change the experience of Little Cottonwood Canyon forever, effectivity ruining the experience that outdoor lovers all around the country come to SLC for. Please please consider other less invasive options for the solution to traffic, and think hard about implementing changes to BCC instead, since that is the more backed up road by far. As an avid outdoors woman, climber, skier, trail running and lover of these mountains I call home, I urge you to think about less drastic options for traffic solutions for LCC, and think about how much the traffic has improved this year with the implementation of Alta paid parking and no parking before 8. I love these canyons and want them to stay in their natural beauty.

COMMENT #: 765
DATE: 1/10/22 6:55 PM
SOURCE: Website
NAME: Chris Rogers

COMMENT:

Tell UDOT that while the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource is appreciated:

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

- The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers..
- The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators such as hikers, snowshoers, mountain bikers.
- Those together would significantly, negatively impact natural aesthetics the environment that contribute to the Alpenbock Loop and Grit Mill climbing and recreating areas.
- Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.
- Both proposals will cost an unacceptable \$500 million + in construction costs, alone.
- UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.
- Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing and other recreation such as hiking, snowshoeing, mountain biking."
- .

COMMENT #: 766
DATE: 1/10/22 7:01 PM
SOURCE: Website
NAME: Evan Tobin

COMMENT:

I feel Little Cottonwood Canyon is a National Treasure and should be treated as such. I feel that the best alternative having read this whole report is the Enhanced Bus Service because in almost every scenario, it is the only plan that "No Use" is the outcome. I believe "No Use" is the best for preservation of this treasured resource. I believe it should be noted that the parking changes made this year at Alta & Snowbird have had dramatic effects on the traffic problem that has required this study. The main change that has become evident this winter is that minor changes like parking reservations and parking fees have changed the number of cars going up the canyon. More people have used the busses which is what is desired! The biggest problem right now is that bus service is extremely limited. The last Busses going down little cottonwood canyon leave the ski resorts at 6pm. This forces a mass exodus of the canyon way too early. Events like the torch light parades at Alta & Snowbird require transportation options. Alta and Snowbird run evening events regularly, all year long and busses are not currently an option when attending these events. Large busses are not necessarily required, Flex Vans could likely address these needs, running frequently up and down the canyon, ideally electric flex vans, but this is part of what "Enhanced Bus Service" should look like.

The Snow Sheds would also provide major benefit to the canyon transportation problem, although they would apparently require removal of "the China Wall". I feel the safety and improved availability of the road justify this removal. It is possible "The China Wall" could be partially relocated to the White Pine Trailhead, especially if that trailhead is improved. That improvement does have a de minimus impact, but the benefit is dramatic and extremely necessary. Ideally, an alternative white pine trailhead improvement with a Bus Stop would be highly desirable. I would sacrifice additional parking spots if we could get a bus stop there, especially if that could enable a "No Use" option.

What seemed absent from this evaluation was more trailhead parking in Alta. I do not understand why Alta Ski Lifts is given control of almost all parking in the Town of Alta with their special use permit and are not required to provide parking for backcountry users. Alta today claimed on their "website that:

"During the summer of 2020, Alta proposed two options for adding additional parking, including the creation of a backcountry skier parking lot with restrooms on the north side of State Road 210. Alta Ski Area offered to pay for the construction of the backcountry skier parking lot. Both solutions that increased parking in Alta were rejected by the U.S. Forest Service as being inconsistent with the Forest Management plan and lacking sufficient local support, despite the growth of non-ski area visitors to upper Little Cottonwood Canyon. Instead, the ski area was directed to explore solutions to more effectively manage existing parking areas, such as paid parking."

This really seems inconsistent with the Forest Service's mandate to encourage public use of our National Forest.

In Summary, I fully support projects that enhance the usability of Little Cottonwood Canyon through alternatives that do not destroy the natural beauty and resources in the Canyon. Less is better when it comes to development and the worst thing that could happen would be a Gondola. That would forever scar the beautiful landscape and disturb the serene beauty of the canyon. Any and all construction should be minimized!

COMMENT #: 767
DATE: 1/10/22 7:02 PM
SOURCE: Website
NAME: Judith Webb

COMMENT:

I am not in favor of the gondola. It will increase traffic. It'll be a permanent ugly scar of in our canyon. It will encourage more people to travel the canyon. Noise will be a problem.
I agree that buses are the answer. New Technology for our cars and buses happens every day and we can rely on that for improved buses before we Marr this beautiful land with widening the road and adding gondolas and their platforms and the parking buildings.
A solution for a 20 to 40 day a year traffic problem should not be something like the gondola that would scar our Unique and beautiful canyon permanently! Please be patient and use buses and a toll first before we do something permanent.

COMMENT #: 768
DATE: 1/10/22 7:09 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Little Cottonwood Creek Trail

The UDOT Amended Draft EIS (A-DEIS) incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Little Cottonwood Creek Trail - a trail designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's A-DEIS. The A-DEIS's rationale appears to be that because the gondola does not physically touch the ground on the Little Cottonwood Creek Trail, it has no impact or at most a de minimus impact. That finding is incorrect. The gondola options have sizable impacts on public recreation areas that the Amended DEIS fails to identify or mitigate. It is not compliant with Section 4(f) regulations.

The gondola, option B, runs parallel to Little Cottonwood Creek Trail for several miles staying within a couple hundred meters and approaching as close as 20 meters. The extension of Little Cottonwood Creek Trail is the Quarry Trail, which is not listed as a public recreation area, even though it is designated as a trail on UDOT's own interactive map and is maintained as a trail on public land and hosts hundreds of hikers and mountain bikers a month. The gondola crosses the Quarry Trail and runs directly over the head of the trail for some distance in the National Forest. Failure to designate Quarry Trail as a public recreation area, even though it qualifies under both UDOT's and Section 4(f) criteria, means that the Amended DEIS is not responsive to Section 4(f).

Additionally, the A-DEIS fails to identify the significant impacts from the gondola alignment on the Little Cottonwood Creek and Quarry Trails. The visual impact is significant. Over one thousand people in bus-sized cabins will continuously fly over hikers and bikers as they progress down these trails. The view upward will not be blue sky but massive steel ropes and transiting cabins holding up to 35 people. The huge towers supporting the gondola cables will be prominent and visible most of the length of both trails, scarring the views of the Canyon for hikers and bikers. UDOT estimates that an additional noise levels of 50db will be imposed on hikers and bikers as they walk or ride. The decibel level will likely be higher in many places where the cabins move directly or nearly directly overhead as well as where gondola cabins pass over towers. Even more offensive will be the invasion and destruction of privacy of people using the public recreation area. The whole point of recreating on these trails is to experience the calm, quiet and solitude of a wilderness walk along a beautiful mountain stream. The sound of mountain water will compete with the sound of the gondola. The Canyon views will be marred by towering steel tripods up to 232 feet tall and massive steel ropes holding bus-sized cabins. Hikers and mountain bikers will be viewed by more people than if they were walking in downtown Salt Lake City. They will be photographed and video recorded without their consent. The experience will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis.

The Amended Draft EIS fails to properly identify all public recreation areas under the gondola and fails to correctly and properly assess the impacts of the gondola on qualifying public recreation areas. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 769
DATE: 1/10/22 7:09 PM
SOURCE: Website
NAME: Logan Melton

COMMENT:

Save climbing in little cottonwood

COMMENT #: 770
DATE: 1/10/22 7:11 PM
SOURCE: Website
NAME: Steve Metcalf

COMMENT:

Dear Committee and Community:

There truly could be no more responsible use of public dollars to meet the current and future access demands to Little Cottonwood Canyon than a gondola system. Countries such as Switzerland and Austria and various global attractions and cities have turned to gondolas both historically and recently to provide safe, reliable and universal access via gondola systems. Additionally, safe transport in emergency situations during inclement weather or severe avalanche conditions can only be reliably supported by gondola systems. Surely the substantial volume of staff, residents and guests to Little Cottonwood Canyon should have access to the most base level and reliable emergency egress systems in the mountain environment. This is Utah's chance to show the world what innovation and progress looks like while continuing a legacy of world-class outdoor experiences.

COMMENT #: 771
DATE: 1/10/22 7:16 PM
SOURCE: Website
NAME: Jeff Mikaelian

COMMENT:

Minor details to the bigger issue.

And it is clear this is not th spot for this.

The entire project is off base. This is a problem for Alta and Snowbird and not a Utah taxpayers responsibility. Spending half a Billion \$\$\$\$ to increase their profits for about 30 days a year is INSANE

COMMENT #: 772
DATE: 1/10/22 7:16 PM
SOURCE: Website
NAME: Ashley Cofrin

COMMENT:

Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried that include dispersed recreation transit needs before permanent landscape changes are made.

COMMENT #: 773
DATE: 1/10/22 7:18 PM
SOURCE: Website
NAME: Matthew Morriss

COMMENT:

Given the fact that the Gondola will only support the ski areas, despite the fact that the Little Cottonwood canyon corridor contains many recreation types. I cannot in good conscience support the gondola. Other options like tolling the canyon to encourage carpooling, and installing a train that goes up and down the canyon would be preferable options and have less impact on other users. We have to maintain access and stability for other uses in the canyon. The gondola does not do this.

COMMENT #: 774
DATE: 1/10/22 7:18 PM
SOURCE: Website
NAME: Kyle Trettin

COMMENT:

As a local citizen that moved to Salt Lake City for the recreation access, I do not support either proposal, because they do not serve dispersed recreation users or provide public transit options. Both proposals cost an unacceptable \$500 million+ in construction costs alone. Less costly and destructive solutions should be implemented first. Additionally, the 2-3 year construction time will close and/or limit recreation access. We should implement a system that serves year-round recreation for a variety of user groups, minimizes environmental impact, and creates a sustainable future. An expanded electric bus service (without road widening) coupled with tolling and other traffic mitigation strategies must be tried. These would serve both dispersed recreation and ski resort transit needs before permanent landscape changes are made.

As a climber, I appreciate the recognition of the Alpenbock Loop and Grit Mill Climbing area as a 4(f) recreational resource; however, revised Ch 26 analysis still fails rock climbers and this recreation activity, which has deep historical roots in Little Cottonwood Canyon. UDOT's Revised Ch. 26 analysis fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Additionally, UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on climbing resources; Specifically:

- 1) The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.
- 2) The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.
- 3) The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

I sincerely encourage UDOT to consult the Salt Lake Climbers Alliance regarding climbing resources within Little Cottonwood Canyon. We must preserve the incredible beauty of the canyon with less costly and lower impact transportation solutions that serve ALL canyon users.

COMMENT #: 775
DATE: 1/10/22 7:23 PM
SOURCE: Website
NAME: Sydney Stephens

COMMENT:

As a wildlife biologist I'm deeply saddened by the lack of care the effects the gondola would have on our LCC flora & fauna. As a climber I'm disappointed that the value of our world class climbing in & of itself- not to mention its tourism, will largely be destroyed. As a backcountry skier & hiker I'm disgusted at the idea of losing our pristine views to metal poles & boxes. I believe the that the practical nature & unrealistic expectations at the actual use of the gondola decreasing major traffic in the canyon fall short of what will play out in reality. Tolls & increased bus systems will be more effective & far, far less destructive for our canyon & it's traffic.

COMMENT #: 776
DATE: 1/10/22 7:24 PM
SOURCE: Website
NAME: Hunter Gvozdich

COMMENT:

As a canyon user for the past 10 years I have seen the increase in traffic and people in the canyon and agree that something needs to be done. However, I believe there are better, less impactful options than destroying the canyons recreational opportunities and access. I think more bus options, parking areas for the bus and incentives to car pool or take public transportation would make a substantial difference with traffic in the canyon. The Alta parking reservation system has seemed to be working incredibly well, as this is the least amount of traffic or waiting I have ever seen in LCC. I think any road widening or gondola system would be an extreme step when there are still lower impact options that have not been tried.

COMMENT #: 777
DATE: 1/10/22 7:24 PM
SOURCE: Email
NAME: Carl Fisher

COMMENT:

Dear USFS and UDOT-

Please find the attached comments on 4f sites you've failed to acknowledge in Little Cottonwood Canyon, including but not limited to trails, roads, SR 2110, Snowbird, Alta, Tanners campground.

Decades of protective policies from the local through the federal level that have been put in place to protect recreation have also been ignored. Take for instance the roadless areas enacted to help protect recreation, the watershed condition framework (attached) stating outdoor recreation and ski areas (recreation areas) are the primary uses challenging the watershed thus the need for better watershed management, state scenic byways plans and resource management plans, just to name a few.

We recognize that not having 4f sites might be more convenient for the state and USFSs preferred outcomes, but convenience in decisions making is not a factor in 4f determination, protection of irreplaceable recreation sites and the attributes that make them outstanding are. We recommend you redo your redo of this chapter as it is still lacking failing to consider numerous factors. We hope our comments provide a guide to be more thorough and give this canyon, all of our canyons the consideration and stewardship they are deserving of - in keep with the regions strong history of recreation and conservation.

SAVE OUR CANYONS

Jan. 10, 2022

Utah Department of Transportation and US Forest Service decision makers,

The Central Wasatch Canyons, inclusive of Little Cottonwood Canyon, account for some of the highest recorded recreation visits in the entire state and for many unique geographies in the western US. For Little Cottonwood Canyon, the dispersed recreation visits are even greater than developed recreation sites. That said over 99% of the visits to Little Cottonwood Canyon are for the purpose of recreation. Identifying only two recreation sites as 4f sites in the canyon, is giving short shrift to the recreation area that is Little Cottonwood Canyon.

Countless published guide books and recreation oriented websites discuss the opportunities that exist throughout Little Cottonwood Canyon, which was designated a Scenic Byway in June 1989, most of which begin right from the edge of pavement. These are some of the finest recreational pursuits in the nation, if not the world. The types of recreational pursuits are diverse including primitive, semi-primitive non-motorized, but even motorized along forest routes and the highway corridor that runs up and down the canyon. In many instances, high quality recreation occurs right along the Little Cottonwood Canyon EIS boundary, and many of these opportunities and their attributes are directly and negatively impacted by the two current preferred alternatives.

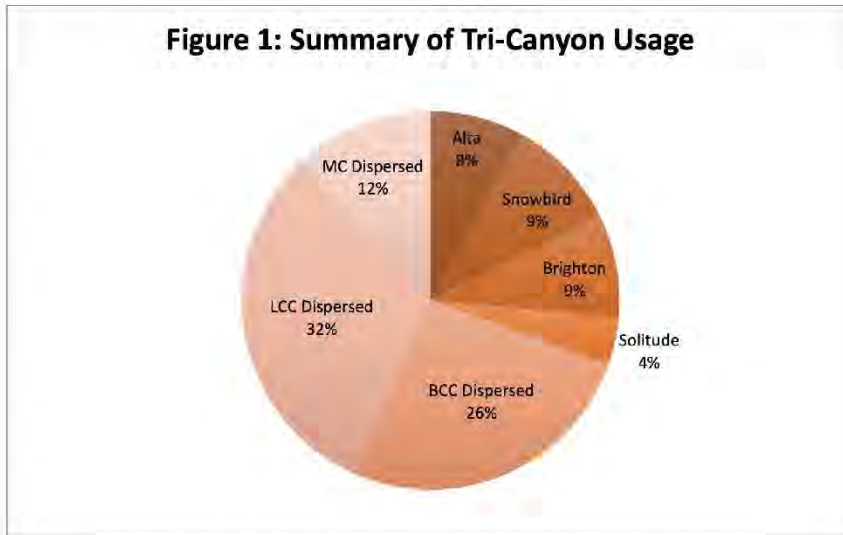
UDOT and the USFS are attempting to disregard numerous protections that have been put in place over decades with the intent purpose to protect and support recreational access and more, manage the impacts of recreation on shared resources like vistas, watershed, flora and fauna, habitat, historic sites, etc. These protections include but are not limited to: the Roadless Area Conservation Rule, Scenic Byways designation, and a host of recreational sites all along the canyon - trails, trailheads, forest roads, boulders, climbing and mountaineering routes (rock & snow), recreational ski areas, road corridor recreation (driving, riding, cycling, scenic view, painting, picnicking), foraging, birdwatching and wildlife viewing, botany, just to name a few.

Even the state's "Cottonwood Canyons Scenic Byway Management Plan" notes, "Recreation abounds in the Cottonwood Canyons, with four ski resorts as well as numerous opportunities for other recreational activities. The Byways are used year-round by myriad recreationists and are home to four ski resorts. The roads themselves (SR-210 and SR-190) are recreational amenities for sightseers, recreational drivers, road cyclists, and other users....There are twenty-one visitor sites and numerous shoulder pull outs adjacent to Little Cottonwood Canyon Scenic Byway." These sites all enjoy robust recreational opportunities, and their very existence is to aid recreation.

Recreation Visits

According to the study, "An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons", Little Cottonwood alone is responsible for 2.2 million, or 49% of the tri-canyon area's visits. Since 2016 when this study was conducted this number has likely trended sharply upward. In the same study, it was found that for every resort visitor, two visitors engaged in dispersed recreation.

Figure 1: Summary of Tri-Canyon Usage



To put this in perspective, the Tri-Canyon Area was estimated to receive 4.5 million visits in 2015. Also in 2015 Zion National Park also received 3.6 million and Arches had 1.5 million. The importance and prevalence of recreation, largely dispersed recreation, in Little Cottonwood Canyon is staggering. It enjoys protection and is deserving of respect and stewardship, not damages from transportation initiatives.

Summary of 4f, guidance from USFS letter and USDOT 4f site

According to the Federal Highway Administration's "Section 4(f) Tutorial", a section 4(f) property "includes significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. The guidance goes on to say that a property must also meet all of this criteria:

- It must be publicly owned
- It must be open to the public (except in certain cases for refuges as highlighted in the sections below)
- Its major purpose must be for park, recreation, or refuge activities
- It must be significant as a park, recreation area or refuge

We have compiled a list of sites mainly pertaining to the USFS, all of which we believe to be significant recreational properties. We believe this to be a conservative list and also believe other sites mentioned in published guidebooks, recreation sites, and applications also are worthy of protection under section 4f (see Appendix A). We strongly believe all of the sites meet the criteria above.

In addition to the recreational amenities that are in existence section 4(f) guidance also states that, "Section 4(f) applies to planned facilities when a public entity owns the property and has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation is the inclusion of the publicly owned land, and its function as a Section 4(f) property, into a City or County Master Plan. A mere expression of interest or desire is not sufficient and the property must be currently publicly owned. When privately owned lands of these types are formally designated into a Master Plan for future development, Section 4(f) is not applicable." Therefore, recreation facilities listed in publicly adopted and current plans, are 4(f) properties. Such plans and facilities are listed in Appendix B, and are incorporated as part of these comments.

Use and de minimis impact

Again using the FHWA Section 4(f) tutorial discusses use of a 4(f) property, which "denotes an adverse impact to, or occupancy of, a Section 4(f) property. There are three conditions under which use occurs:

- Permanent Incorporation – when a Section 4(f) property is acquired outright for a transportation project.
- Temporary Occupancy – when there is temporary use of property that is adverse in terms of Section 4(f)'s preservationist purpose.
- Constructive Use – when the proximity impacts of a transportation project on a Section 4(f) property, even without acquisition of the property, are so great that the activities, features and attributes of the property are substantially impaired."

Further, "substantial impairment occurs only when the protected activities, features or attributes of the resource are substantially diminished." As captured in both appendices A & B, there are numerous 4(f) properties that flank or coincide with SR 210, it is arguable that the very existence of SR 210 is for recreational purposes and the "protected activities, features and attributes are being substantially diminished by numerous alternatives in the Little Cottonwood Canyon EIS. This is reinforced by the state's own scenic byways plan. One of the most repetitive terms as it pertains to attributes of the resource is the scenery and scenic integrity. It is not only found in the Forest Service land management plan, it is reiterated through every single resource management and planning document in the region. The recreational opportunities (bicycling, botany, bouldering, camping, climbing, fishing, foraging, mountaineering, nature viewing, outdoor learning, picnicking, scenic driving, winter sports (resort and dispersed), etc.) and protection of their high quality attributes are a focal point of existing plans and policies. Even the roadless areas that shroud SR 210, were established to protect recreation resources. Simply put, there are more plans and policies calling for the protection of these resources than not. They are all about protecting recreation sites, opportunities, features, activities and attributes and managing the impacts of these priority activities from other shared canyon values.

"For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)." The impacts to 4f sites by LCC EIS Alternatives are both direct and indirect, thus creating several instances of permanent incorporation/permanent easement but also constructive use impacts introducing noise, access restrictions, vibration, ecological intrusions, and visual impacts, to name a few, to priority recreational resources. Again, looking at the roadless rule that encompasses the LCC EIS project area and alternatives -

"Inventoried roadless areas provide opportunities for dispersed outdoor recreation, opportunities that diminish as open space and natural settings are developed elsewhere. They also serve as bulwarks

against the spread of non-native invasive plant species and provide reference areas for study and research...

...*Primitive, Semi-Primitive Non-Motorized, and Semi-Primitive Motorized classes of dispersed recreation.* Roadless areas often provide outstanding dispersed recreation opportunities such as hiking, camping, picnicking, wildlife viewing, hunting, fishing, cross-country skiing, and canoeing. While they may have many Wilderness-like attributes, unlike Wilderness the use of mountain bikes, and other mechanized means of travel is often allowed. These areas can also take pressure off heavily used wilderness areas by providing solitude and quiet, and dispersed recreation opportunities...

...*Natural appearing landscapes with high scenic quality.* High quality scenery, especially scenery with natural-appearing landscapes, is a primary reason that people choose to recreate."

In the screening for de minimis impacts, these as well as the recreational attributes expressed in dozens of laws, federal and local management plans must be evaluated. To date, they have not been. What are all the visitors to these canyons doing, if not recreating? How many comments has UDOT received throughout this EIS process mentioning the protection of recreation, the quality of life and experiences being harmed by these alternatives for the enhancement of commercial recreational opportunity at resort recreation areas? Easily tens of thousands.

Conclusion

Recreation is the primary use of this environment, the canyon is littered with recreational sites and opportunities abound. It appears because of the importance of water resources, the USFS and UDOT are suggesting that the primary use is not recreation, when in fact it is. Watershed Management and protection is a tool to manage and mitigate the recreational impacts. Even Salt Lake City has recognized this in its watershed management plan -

"Canyon Uses: Uses in Little Cottonwood Canyon are characterized by heavy developed and dispersed recreational use, destination lodging and transportation. All uses in the canyon have increased during the past decade. Downhill skiing is the most intensely developed recreation use in the canyon at Alta and Snowbird ski resorts. The most accurate measure of growth in the canyon is average daily traffic. In 1987, the average daily traffic was 12,865. In 1996, the average daily traffic had increased to 16,540, an increase of 29 percent. With the exception of Parleys Canyon, this is the highest average daily traffic in the plan area." (SLC Watershed Management Plan, pg. ix) <http://www.slcdocs.com/utilities/PDF%20Files/slchwatershedmgtplan.pdf>

The determinations made in this EIS simply ignore the realities of the Little Cottonwood Canyon. Your analysis as it relates to section 4f is incomplete and ignores decades of actions to protect recreation.

In conclusion, as an organization of over 10,000 supporters all of whom are visitors, recreationists, and benefactors of the exceptional beauty of this canyon we appreciate your attention on this matter and look forward to your response to the concerns we've raised repeatedly throughout this process. The convoluted 4f is a bit lost on the public, however the importance, existence and attributes of the recreational opportunities all across Little Cottonwood are not. While on one hand we appreciate the correction that there were no 4f properties in Little Cottonwood, we disagree with the conclusion that there are only two sites (being treated as one). The inadequacy of your determinations have been a disservice to the community, this canyon, and the nation.

Regards,

A handwritten signature in black ink, appearing to read 'Carl Fisher', with a horizontal line extending to the right.

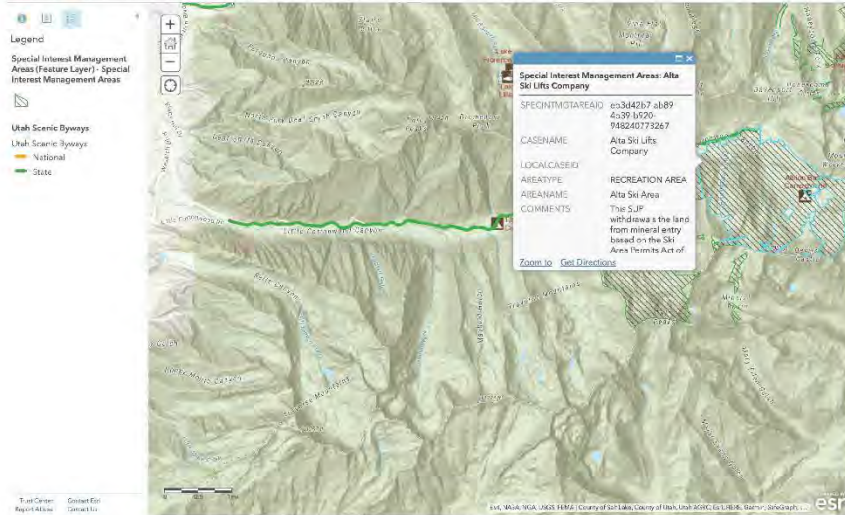
Carl Fisher
Executive Director
Save Our Canyons

Appendix A - Existing Recreational Resources

USFS recreation sites map (many of which are impacted differently winter v non-winter)

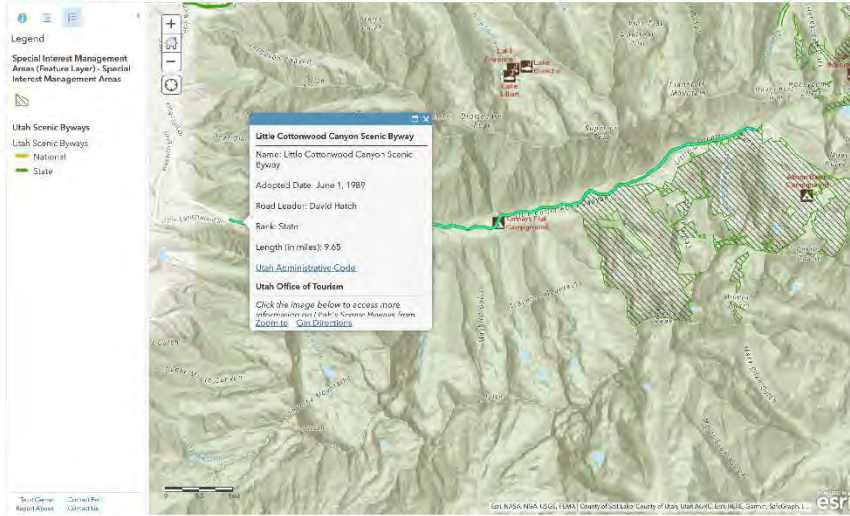
All of the below listed sites are used primarily for recreation and many, if not all are being directly impacted as are their recreational attributes.

- Albion Meadows trail (Trail No. 1006)
- Albion Parking Lot (US Forest System Road 80195)
- Alpenbock Loop (Trail No. 1020)
- Alta-Brighton trail (Trail No. 1007)
- Alta loop 4x4 (US Forest System Road 80239-Admin)
- Alta Ski Area/Alta Ski Lift Company (Area type: Recreation Area)



- Baby Thunder road/trail (US Forest System Road 80289-Admin)
- Grit Mill Connector (Trail No. 1020B)
- Lisa Falls (Trail No. 1012)
- Lisa Falls T.H (USFS Road 80271)

○ Little Cottonwood Canyon Scenic Byway



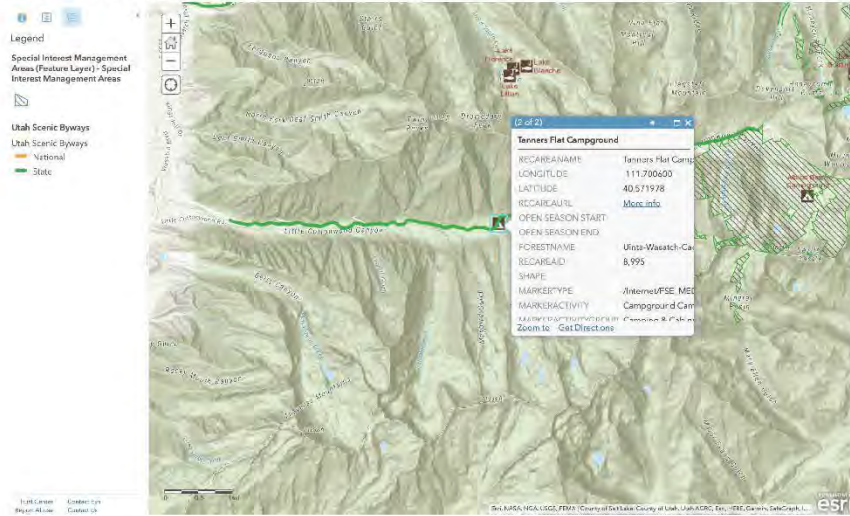
- Little Cottonwood Creek (Trail No. 1001)
- Lone Peak Contiguous Roadless Area (Roadless Area Conservation Rule)
- Main Alta Entry (US Forest System Road 80439)
- Peruvian Gulch-2 (US Forest System Road 80197-Admin)
- Rail Road Grade (US Forest System Road 80238-Admin)
- Snakepit trail (Trail No. 1015)

○ Snowbird Ltd. /Snowbird Ski Resort (Area Type: Recreation Area)



- Snowbird Entry #1 (USFS System road 80287)
- Snowbird Entry #2 (USFS System Road 80235)
- Snowbird Access 2 (USFS System Road 80283)
- Base Road (US Forest System Road 80287-A)
- Snowbird Nature trail (Trail No. 1016)

○ Tanners Flat Campground (Note "RECARENAME")



- Transverse lift road (US Forest System Road 80045-Admin)
- Twin Peaks Roadless Area (Roadless Area Conservation Rule)
- USFS System Roads: 80220, 80220A, 80220B, 80220C, 80220D
- Temple Quarry Interpretive trail (Trail No. 1000)
- Upper Alta Guardstation (US Forest System Road 80040-Admin)
- White Pine Roadless Area (Roadless Area Conservation Rule)
- White Pine Snowbird Link trail (Trail No. 1014)
- White Pine trail (Trail No. 1002)
- White Pine T.H (USF System Road 80219)

Appendix B - Planned Resources necessitating 4f protections

These plans all contain hundreds of pages of important information about planned recreational amenities that exist in federal, state, county and local plans. We are providing links to many of them, but will also provide quotes from many of them for your reference. It should be noted that our quotes cannot be exhaustive, but the planning documents are - you should read them as part of your due diligence on this project and make the 4f determinations that actually encompass the importance of these recreational sites and their attributes.

2001 Roadless Area Conservation Rule

- "They provide large, relatively undisturbed landscapes that are important to biological diversity and the long-term survival of many at risk species. Inventoried roadless areas provide opportunities for dispersed outdoor recreation, opportunities that diminish as open space and natural settings are developed elsewhere. They also serve as bulwarks against the spread of non-native invasive plant species and provide reference areas for study and research (FEIS Vol. 1, 1-1 to 1-4)." Roadless Rule.
- "*Primitive, Semi-Primitive Non-Motorized, and Semi-Primitive Motorized classes of dispersed recreation.* Roadless areas often provide outstanding dispersed recreation opportunities such as hiking, camping, picnicking, wildlife viewing, hunting, fishing, cross-country skiing, and canoeing. While they may have many Wilderness-like attributes, unlike Wilderness the use of mountain bikes, and other mechanized means of travel is often allowed. These areas can also take pressure off heavily used wilderness areas by providing solitude and quiet, and dispersed recreation opportunities. (Roadless Rule)
- *Natural appearing landscapes with high scenic quality.* High quality scenery, especially scenery with natural-appearing landscapes, is a primary reason that people choose to recreate. In addition, quality scenery contributes directly to real estate values in nearby communities and residential areas. (Roadless Rule)

Wasatch Cache National Forest Revised Plan (2003)

(*Roadless Areas threatened by preferred alternatives - Lone Peak Contiguous, Twin Peaks, & White Pine. Roadless designation protects recreation resources.

- It is now recognized that roadless areas have significant ecological, as well as social values. The values of roadless are of both local and national significance. Roadless areas are often aquatic strongholds for fish; provide critical habitat and migration routes for many wildlife species, especially those requiring large home ranges and key watershed areas for communities and wildlife. The recognition of the values of roadless areas is increasing, as the population continues to grow and as the demand for outdoor recreation and other uses of the forests increases. These unroaded and undeveloped areas provide the Forest with opportunities for potential wilderness areas, non-motorized and limited motorized recreation, and other commodity and amenity uses. (UWCNF Revised Plan 2003, p. 2-18)
- Roadless areas are managed according to the management prescriptions applied. Most are protected and maintained to conserve and preserve important values and benefits of them by prohibiting activities that have a likelihood of degrading desirable characteristics of inventoried roadless areas.
Roadless areas mapped with prescriptions 1.5, 2.4, 2.6, 2.7, 3.1A, 3.1W, 3.2U, 4.1 and 4.2 are

maintained for values including soil, water, diversity of plant and animal communities, habitat for TES and species dependant on large undisturbed land, primitive and semi-primitive non-motorized and motorized (open in current travel plan) recreation, reference landscapes for research, study and interpretation, landscape character and scenic integrity, traditional cultural properties and sacred sites and other identified unique conditions.

With no or limited additional road construction and timber sales in these areas, the altering of natural landscapes, habitat fragmentation and changes in native plant and animal communities is minimized. Roadless areas function as biological strongholds and refuges for many species. Sedimentation and disruption of water flows is minimized and the roadless areas provide sources of clean public drinking water. Competition by nonnative invasive species is minimized in roadless areas. Roadless areas support healthy and diverse ecosystems. There is no long-term loss of roadless characteristics and values. (UWCNF Revised Plan 2003, p. 4-14)

Cottonwood Canyons Scenic Byways Plan

- **“Recreation** - Recreation abounds in the Cottonwood Canyons, with four ski resorts as well as numerous opportunities for other recreational activities. The Byways are used year-round by myriad recreationists and are home to four ski resorts. The roads themselves (SR-210 and SR-190) are recreational amenities for sightseers, recreational drivers, road cyclists, and other users.” (*Cottonwood Canyons Corridor Management Plan*, pg. 23 - https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf)
- **“Scenic** - Among all of the intrinsic qualities along the Byways in Big and Little Cottonwood Canyons, scenic vistas are the most accessible and most striking to every visitor. Immediately upon entering each of the Canyons, the traveler is greeted with a sense of massive wonder as sheer cliffs and thick vegetation envelope both roadways. The scenic quality in each Canyon is continuous and unified, and both roadways have particular highlights that are popular among visitors.
Along Little Cottonwood Canyon Road, the uphill traveler has an opportunity to see mountain goats wending their way on sheer cliffs. A tribute to the multitude of recreation activities, travelers catch a glimpse of ice climbers on a frozen waterfall. Towards the end of the journey, stands of aspens tell the visitor that their destination is approaching. At the end of this canyon, Mount Superior towers over the roadway, and summer wildflowers blanket Albion Basin. The journey down Little Cottonwood Canyon presents stunning and often breathtaking views of the Salt Lake Valley from the Seven Sisters, with the Oquirrh Mountains in the distance.” *Cottonwood Canyons Corridor Management Plan*, pg. 20 - https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf)
- *Specific plans for Little Cottonwood - pgs 55-64*

Salt Lake County Wasatch Canyons General Plan (June 2020)

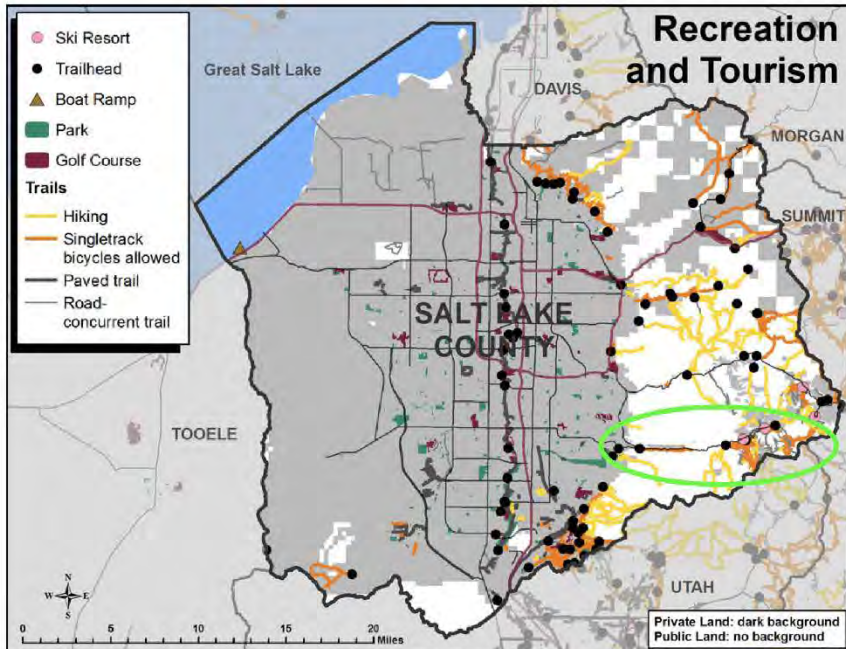
- “Perhaps the primary stressor on the Wasatch Canyons is the increasing visitation and use of the area for recreational purposes. Little Cottonwood Canyon offers destination recreation at its two ski areas, and dispersed recreation at developed picnic and camp sites and in the Canyon backcountry. The Forest Service, as the primary land manager in the Canyon, addresses recreation management in the 2003 Revised Uinta-Wasatch-Cache National Forest Plan. Little

Cottonwood Canyon is a recreational destination for local residents and visitors from around the globe... Dispersed recreation is creating increased impacts in the backcountry, and project participants suggest the impacts should be addressed. Little Cottonwood Canyon has 8 designated trailheads that provide hiking and climbing access and back-country ski access in the winter. Parking at trailheads is limited, and frequently spills out into the highway right-of-way. Both mountain biking and road cycling activities are increasing in popularity and are creating increasing pressure in terms of traffic management and trail use. Impacts to trails are increasing and user conflicts on multi-use trails have been reported. Increased trail usage also results in increased environmental impact.

Little Cottonwood Canyon is a popular area for climbers in the Wasatch with over 1,200 recorded climbing routes (MountainProject.com) and should be recognized as such in order to garner continued support and resources into the future." (SLCO Wasatch Canyons General Plan, p. 131) https://slco.org/globalassets/1-site-files/planning-transportation/wasatch-canyons/wasatch-canyons-general-plan_optimized_is.pdf

Salt Lake County Resource Management Plan

- "A Resource Management Plan (RMP) is a planning document used to define policy, goals, and objectives for managing natural resources on public lands (Utah Code 63L-6-103)... The cornerstone of this management is the coordination and cooperation between the State and Federal land management agencies. The State recognizes that federal agencies are mandated to manage public lands according to federal laws, policies, and regulations established within the framework of the U. S. Constitution, including the Federal Land Policy and Management Act (FLPMA), the National Forest Management Act (NFMA), and the National Environmental Policy Act (NEPA). As part of this framework, the Federal agencies must provide consideration to local plans and identify any inconsistencies between local and Federal plans. The State and County RMPs provide federal land managers local plans which they shall consider in their planning processes of public lands." <https://rmp.utah.gov/about-resource-management-planning/>
 - "Salt Lake County's public lands provide a variety of recreational opportunities for local residents and visitors. Activities including skiing, hiking, mountain biking, camping, fishing, climbing, picnicking, Off Highway Vehicle use, horseback-riding, snowmobiling, hunting, and photography. The public lands in Salt Lake County receive heavy, year-round use due to the close proximity to populated urban centers of the Wasatch Front. Excessive utilization can threaten natural resources such as water quality, and it can cause conflict with local residents... Salt Lake County desires to provide high-quality recreational experiences for visitors and residents. To accomplish this, the county desires a recreation system that is balanced, sustainable, and provides a range of settings that accommodates for year-round outdoor recreation opportunities. The recreation system must account for heavy and increasing demands with sufficient facilities, maintenance, and transportation to support high levels of use at locations with convenient access. The system should also be capable of providing opportunities for environmental education, backcountry experiences, and cultural resource protection." Salt Lake County Resource Management Plan pp. 77-78).



Data Sources: Ski Area Locations, Boat Ramps, Golf Courses, Trailheads, and Parks Local, Date unknown, Compiled by Utah Automated Geographic Reference Center. Trails, Date unknown, Utah Office of Tourism and GOED. Access via Utah Automated Geographic Reference Center.

Map from p. 76 Salt Lake County Resource Management Plan as required by state law.



**USDA Forest Service Watershed Condition Framework
FY2011 TRANSITION WATERSHED RESTORATION ACTION PLAN
Uinta-Wasatch-Cache National Forest**

1. Summary

- a. **Watershed Name and HUC:** Headwaters Little Cottonwood Canyon, 160202040202
- b. **General Location:**
- c. **Total Watershed Area:** 17494 acres; **NFS area within watershed:** 85%.
- d. **Watershed Characterization:**
 - **General Physiography:** Glaciated U-shaped valley
 - **Land Use:** Drinking water supply for Salt Lake Valley(Congressionally designated municipal watershed), Outdoor Recreation, Ski Resorts
 - **General Overview of Concerns:** Protection of water quality, sustainable recreation
 - **Important Ecological Values:** Instream water quality, riparian and wetland communities, forested communities
 - **Current Condition Class:** 3 **Target Condition Class:** 2

e. Key Watershed Issues

1) Attributes/Indicators within FS control to affect

ATTRIBUTES /INDICATOR	REASON FOR RATING
1-2 Water Quality Problems	Sediment sources from roads, trail, and facilities. Several unauthorized trails occur near stream channels. No specific inventory of roads and trails and their condition.
3-1Habitat Fragmentation	Three culverts are aquatic and semi-aquatic species barriers.
3-2 Large Woody Debris	Large woody debris is removed from channel to protect road and facilities in the canyon. USFS should work with UDOT to determine extend of large woody debris removal in preparation for spring runoff.
6-1 Open Road Density	The two ski resorts have a high density of roads that are used to access their facilities. Ski resorts need roads to access facilities but more sustainable roads are needed in specific areas.
6-2 Road Maintenance	Roads within the ski resorts in the canyon are classified as Level 2 but are maintained by the ski resorts. Albion Basin Campground road is in need of proper drainage and surfacing. A more detailed review of the condition of the road system on USFS lands and a plan for improving the road condition needs to be done. Annual maintenance of Albion summer road is needed (2 miles) to reduce erosion, sedimentation, and dust resulting from the very high use.
8_1 Fire Condition Class	The FRCC ratings of 2 and 3 in Little Cottonwood is primarily due to 1) an over-abundance of late seral vegetation (and lack of early

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

	seral), and 2) reduced fire frequency. So, we would be able to improve FRCC in a few ways: 1) implementing prescribed fires, 2) managing wildfire, or 3) mechanical vegetation treatments that decrease late seral and increase early seral vegetation. A finer scale assessment should be conducted to assess the original rating for this attribute.
11-1 Terrestrial Invasive Species	Populations of noxious weeds are small and risk of increased spread is high.
12-1 Insect and Disease	Trends are that spruce fir component in the canyons are at risk due to climate change. No vegetation plan is place.

2) Attributes/Indicators that require other parties to address

ATTRIBUTES /INDICATOR	REASON FOR RATING
1-1 Impaired Waters	Stream is impaired for zinc from mines on private land. Although much work has been done to reduce zinc concentrations in Little Cottonwood Creek, zinc still exceed chronic State cold water fisheries standards.
2-1 Flow Characteristics	Whitmore Diversion dewater stream channel. This attribute cannot be improved under the current authorities.
3-1Habitat Fragmentation	Water chemistry (high zinc concentrations) is limiting instream biota productivity from Howland Tunnel outlet (Alta Lower Parking Lot) to Tanners Flat.
3-3 Channel Shape and Function	Little Cottonwood Creek near the ski areas. This attribute cannot be improved under the current authorities.
4-2 Native Species	Non native fishes (rainbow and brook trout) are present in stream. Being a municipal watershed, chemical treatment such as rotenone will be difficult to implement.
6-3 Proximity to Water	Main road up canyon is within 300 feet of stream and is maintained by UDOT. This attribute cannot be improved under the current authorities.
6-4 Mass Wasting	Complex slumps/earth flows occur near a road and stream in Albion Basin. This attribute cannot be improved under the current authorities.

2. Watershed Characteristics and Conditions

a. General Context/Overview of the Watershed

Small communities such as Alta and Brighton have developed in these canyons supporting recreation, skiing, and in the past, mining activities. Each of these communities has a character of its own set within aspen and conifer stands. Developed campgrounds, picnic areas, and trailheads are located in the major drainages providing refuge from the summer heat in urban areas below.

There are several ongoing efforts in the watersheds feeding into Salt Lake Valley which will generate projects to improve water quality and overall watershed conditions. The goals of the

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

public-private Wasatch Water Legacy Partnership (WWLP) include collaborating to protect water quality and provide diverse, high-quality recreation and to restore ecological health across lands of multiple ownerships. The WWLP is working on a "Trails Action Plan" and is prioritizing vegetation management projects to improve water quality. Salt Lake County has convened a variety of stakeholders to work on a "Mountain Transportation Plan" which would include recommendations for reducing transportation issues in Millcreek, and Big and Little Cottonwood Canyons. The both of these efforts are using the Watershed Condition Framework in some capacity to develop and prioritize projects to improve water quality. As these efforts progress and we obtain more detailed information and secure funding, the projects on this Watershed Action Plan may change.

The project design and costs in this Watershed Action Plan are estimates and based largely on office discussions. Many of the projects are dependent on partners to complete and fund. If the partners do not find funding for the projects, they will not be done. In addition, several projects include only inventory and planning costs. Implementation costs are unknown at this time. The Watershed Action Plans would be updated to include costs for implementation once we know what actions we need to take.

b. Watershed Conditions

The watershed is classified as not functioning properly. The main limiting factor for improvement is the impaired water quality (zinc) in Little Cottonwood Creek because it limits the aquatic productivity of the stream channel. Several culverts create fish barriers. New unauthorized hiking and mountain bike trails located near Little Cottonwood Creek are causing erosion and sedimentation of the stream.

3. Restoration Goals, Objectives, and Opportunities

a. Goal Identification and Desired Condition: Information below is from Wasatch-Cache National Forest Forest Plan Watershed Health Desired Future Condition.

The underlying premise of resource management in this Management Area is the need to provide long-term, high quality culinary water to the large urban population of the Salt Lake Valley. Salt Lake City owns all or the largest percentage of water rights in each of the Wasatch Canyons except Red Butte, and has congressionally delegated authority to protect the water supply. Congress also directed the Forest Service to administer designated watersheds in cooperation with Salt Lake City for the purpose of storing, conserving and protecting water from pollution. Providing quality recreation opportunities within the framework of watershed protection will be an increasing challenge as the Wasatch front population and national and international destination use of the area continues to grow. Continued coordination and cooperation among federal, state, and local government agencies, residents, businesses, and the recreating public will be imperative in order to meet these growing demands.

Given the importance of water coming from this area, watershed maintenance, protection and enhancement will be a primary consideration in all management decisions. Watersheds and streams will continue to provide high quality water supplies to the Salt Lake Valley. Various uses and developments (ski resort design and development, campgrounds, picnic

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

areas, trailheads and trails) will be designed to prevent or fully mitigate impacts, resulting in properly functioning conditions in these watersheds. Impacts from historic activities will be mitigated to the greatest extent that is economically feasible.

In Little and Big Cottonwood Canyons the integrity of the stream corridor and side drainages will be an emphasis given the opportunity that public lands adjoining the stream here provides. Decisions responding to increasing recreation demands will give first consideration to desired water quality and riparian conditions, and the limited wildlife habitat here. Provisions will be made for a wide range of recreation uses including access and sanitation facilities that prevent deterioration of watershed conditions. Major trailheads and restrooms will be provided and maintained in cooperation with partners such as Salt Lake City. Users will be aware of the need to restrict in-water activities because of water quality and compliance with watershed ordinances will be excellent. Watershed protection and public education about appropriate behavior in these watersheds will be consistently accomplished in cooperation and partnerships with other agencies.

In Millcreek Canyon, the integrity of the stream corridor will continue to improve with developed recreation site hardening and changes in user behavior resulting from effective educational efforts. Concerns about water quality will be important to users as well as managers, and annual monitoring will indicate that conditions are on a steadily improving trend. Efforts to work with adjacent landowners within this Canyon will be successful in achieving a stream corridor that is properly functioning along its entire length. In the event that Millcreek Canyon becomes designated as a culinary watershed by Salt Lake City, management of the area will be adjusted accordingly in full cooperation with the City.

b. Objectives

- i. Alignment with National, Regional, or Forest Priorities:** USDA Forest Service Strategic Plan FY 2007-2012
Objective 1.4 Reduce adverse impacts from invasive and native species, pests, and diseases.
Objective 1.5 Restore and maintain healthy watersheds and diverse habitats.
- ii. Alignment with State or local goals**

c. Opportunities

- i. Partnership Involvement:** Potential partners include – Wasatch Water Legacy Partnership, Salt Lake City, Salt Lake County; State of Utah; Cottonwood Canyons Foundation; Ski Areas; Save Our Canyons; Other local interest groups
- ii. Outcomes/Output**
 - a) Performance Measure Accomplishment:** Improved WCC rating as a result of the restoration project(s) implemented would occur from improvements in the following attributes - 3-1Habitat Fragmentation (removal of fish barriers; 6-2 Road Maintenance (design and construction of sustainable hiking and mountain bike trails in appropriate areas).
 - b) Socioeconomic Considerations:** Will provide local jobs and volunteer opportunities.

d. Specific Project Activities (Essential Projects)

a. Essential Project #1

- **Attribute/Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Inventory of roads, road conditions, and development of road maintenance plan to address water quality problems and needs for improvements.
- **Partners Involvement:** Potential partners are Wasatch Water Legacy Partnership, Cottonwood Canyons Foundation, Trout Unlimited, Town of Alta.
- **Timeline:** Starting in 2012 and continuing for 3 years
- **Estimated costs and associated Budget Line Item:** \$10,000,CMLG

b. Essential Project #2

- **Attribute/Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Inventory of trails, trail conditions, and development of plan to address water quality problems and needs for improvements.
- **Partners Involvement:** Potential partners are Wasatch Water Legacy Partnership, Cottonwood Canyons Foundation, Trout Unlimited.
- **Timeline:** Starting in 2012 and continuing for 3 years
- **Estimated costs and associated Budget Line Item:** \$82,000,CMLG, CMTL, NFRW, NFWW

c. Essential Project #3

- **Attribute/Indicator Addressed:** 12-1 Insect and Disease
- **Project Description:** Inventory of forest vegetation conditions and develop plan to address needs for improvements.
- **Partners Involvement:** Potential partners are Wasatch Water Legacy Partnership, Cottonwood Canyons Foundation, universities.
- **Timeline:** Starting in 2012 and continuing for 3 years
- **Estimated costs and associated Budget Line Item:** \$10,000,NFWW, WFHF

d. Essential Project #4

- **Attribute/Indicator Addressed:** 3-1Habitat Fragmentation
- **Project Description:** Replace culvert fish barriers with bridges or open bottom culverts to provide for aquatic organism passage.
- **Partners Involvement:** Potential Partners are ski resorts, Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership, Trout Unlimited
- **Timeline:** Starting in 2013 and continuing for 3 years
- **Estimated costs and associated Budget Line Item:** \$150,000, 100% non-USFS funding. Project contingent upon funding availability.

e. Essential Project #5

- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Decommission unauthorized trails and unauthorized bike "terrain park" along Little Cottonwood Creek.
- **Partners Involvement:** Potential partners are Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership.

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

- **Timeline:** Starting in 2012 and continuing for 2 years
 - **Estimated costs and associated Budget Line Item:** Total project cost is \$25,000; \$12,000 CMLG
- f. **Essential Project #6**
- **Attribute/ Indicator Addressed:** 6-2 Road Maintenance
 - **Project Description:** Design and construct sustainable road in Albion Basin Campground to minimize erosion from these trails.
 - **Partners Involvement:** Potential partners are Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership, American Land and Leisure (comessionaire).
 - **Timeline:** Starting in 2014 and continuing for 2 years
 - **Estimated costs and associated Budget Line Item:** \$50,000, CMTL, CMLG
- g. **Essential Project #7**
- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
 - **Project Description:** At White Pine Trailhead, obliterate paved trail from restrooms and relocate trail along access road. Paved trail is concentrating runoff along edge and causing sediment to reach Little Cottonwood Creek.
 - **Partners Involvement:** Potential partners are Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership.
 - **Timeline:** Starting in 2012 and continuing for 1 years
 - **Estimated costs and associated Budget Line Item:** \$5,000 CMTL, CMLG
- h. **Essential Project #8**
- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
 - **Project Description:** At White Pine Trailhead, construct of curbing or re-sloping existing parking lot to minimize runoff from parking lot that is causing sediment to reach Little Cottonwood Creek.
 - **Partners Involvement:** Potential partners are Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership.
 - **Timeline:** Starting in 2014 and continuing for 1 years
 - **Estimated costs and associated Budget Line Item:** \$30,000 CMLG
- i. **Essential Project #9**
- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
 - **Project Description:** Improve trail drainage in White Pine Canyon that is causing accelerated erosion.
 - **Partners Involvement:** Potential partners are Cottonwood Canyons Foundation, Wasatch Water Legacy Partnership.
 - **Timeline:** Starting in 2012 and continuing for 1 years
 - **Estimated costs and associated Budget Line Item:** \$10,000 CMTL, CMLG
- j. **Essential Project #10**
- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

- **Project Description:** Reduce width of mountain road near Mid-Gad restaurant to reduce amount of erosion and sedimentation from the road. Would require placement of barrier material, seeding and mulching.
- **Partners Involvement:** Potential partner is ski resort.
- **Timeline:** Starting in 2012 and continuing for 1 years
- **Estimated costs and associated Budget Line Item:** 100% non-USFS funding. Project contingent upon funding availability.

k. **Essential Project #11**

- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Revegetate snowcat crossing and road along riparian area on south side of Little Cottonwood Creek between the snowcat crossing and bottom terminal area at GAD Zoom. Remove rock and debris piles along riparian area. Would require placement of barrier material, seeding and mulching.
- **Partners Involvement:** Potential partner is ski resort.
- **Timeline:** Starting in 2012 and continuing for 1 years
- **Estimated costs and associated Budget Line Item:** 100% non-USFS funding. Project contingent upon funding availability.

l. **Essential Project #12**

- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Restore wetland functionality at the base of GAD 2 chairlift by removing 2-3 feet of fill over ¼ acre as part of the upgrade of GAD 2 chairlift. Would require placement of seeding and mulching.
- **Partners Involvement:** Potential partner is ski resort.
- **Timeline:** Starting in 2012 and continuing for 1 years
- **Estimated costs and associated Budget Line Item:** 100% non-USFS funding. Project contingent upon funding availability.

m. **Essential Project #13**

- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** Reconstruct Little Cottonwood Creek stream bank just below culvert that leads to bottom terminal area at GAD Zoom. The stream needs large boulders placed along bank to protect it from the force of water that flows out of the culvert. The area just to the south of this is a detention pond for surface runoff and the loss of stream bank protection is compromising the integrity of the detention basin.
- **Partners Involvement:** Potential partner is ski resort.
- **Timeline:** Starting in 2012 and continuing for 1 years
- **Estimated costs and associated Budget Line Item:** 100% non-USFS funding. Project contingent upon funding availability.

n. **Essential Project #14**

- **Attribute/ Indicator Addressed:** 1-2 Water Quality Problems; 11.- Terrestrial Invasive Species

FY 2011 Watershed Restoration Action Plan
Salt Lake Ranger District, Uinta-Wasatch-Cache NF

- **Project Description:** In Little Cottonwood Canyon, inventory and eradicate/control noxious weed infestations that cause a reduction in ground cover. If left untreated, these areas will begin to erode causing reduced soil productivity.
- **Partners Involvement:** Salt Lake City, Salt Lake County, Cottonwood Canyon Foundation, Wasatch Water Legacy Partnership.
- **Timeline:** Starting in 2012 and continuing for 5 years
- **Estimated costs and associated Budget Line Item:** \$25,000 (\$5,000 annually) NFVW

o. Essential Project #15

- **Attribute/Indicator Addressed:** 1-2 Water Quality Problems
- **Project Description:** At Salt Lake County Service Area #3, design, install, operate, maintain and monitor zinc removal treatment system to bring zinc concentrations in Little Cottonwood Creek to State cold water fisheries water quality standard for zinc. Fisheries have been adversely affected from elevated concentrations of zinc in the reach of Little Cottonwood Creek from Alta Ski Resort through Snowbird Ski Resort. For background information, the Howland Tunnel near the lower parking at Alta Resort discharges water that exceeds the acute State cold water fisheries water quality standard for zinc. In 2010, a collapse of the Howland Tunnel entrance caused the water to cease discharging at this point. It is likely that the water that used to flow from the Howland Tunnel now enters the Wasatch Drain Tunnel. No increase in zinc concentrations of water that discharges from the Wasatch Drain Tunnel has been noted since the entrance the Howland Tunnel collapsed but the zinc concentrations still exceed chronic State cold water fisheries standards. This project would treat the zinc in the water that discharges from the Wasatch Drain Tunnel to bring it down to State water quality standards for fisheries.
- **Partners Involvement:** Salt Lake County Service Area #3; Potential partners are Snowbird Ski Resort, Trout Unlimited.
- **Timeline:** Starting in 2013 and continuing for 3 years
- **Estimated costs and associated Budget Line Item:** \$3,000,000 design and build the building and install treatment system; \$50,000 annually for operation, maintenance, and monitoring. 100% non-USFS funding. Project contingent upon funding availability.

p. Essential Projects continued (list all projects) ...

e. Costs:

	Planning	Design	Implementation	Project Monitoring
FS Contribution				
Partner Contribution (both in kind and \$)				
Total				

f. Timelines and Project Scheduling

COMMENT #: 778
DATE: 1/10/22 7:29 PM
SOURCE: Website
NAME: Nathan Nelson

COMMENT:

Better transportation solutions exist. All revisions and any references to the EIS related to any gondola or light rail as a solution should be edited to reflect the environmental impacts are too great. Please proceed with enhanced bus service or other less destructive solutions.

COMMENT #: 779
DATE: 1/10/22 7:33 PM
SOURCE: Website
NAME: Jason Keith

COMMENT:

January 10, 2021

Utah Department of Transportation
Joshua Van Jura
Project Manager, Little Cottonwood Canyon EIS
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121
[REDACTED]

RE: Access Fund Comments to Revised Draft Little Cottonwood Canyon EIS Section 4(f) and 6(f) Evaluation

UDOT Planners:

Access Fund submits the following comments to the Utah Department of Transportation's (UDOT) revised Draft EIS Section 4(f) and 6(f) evaluation.

Access Fund

The Access Fund is the national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) non-profit supporting and representing over 7 million climbers nationwide in all forms of climbing-rock climbing, ice climbing, mountaineering, and bouldering-the Access Fund is the largest US climbing advocacy organization with nearly 20,000 members and 130 affiliates. Many of Access Fund's members live and recreate in Utah, including at Little Cottonwood Canyon.

The Access Fund and many others are disappointed that UDOT did not grant an extension to the comment period addressing this revision to the EIS and we suspect you will not be as informed as you might be had you allowed more meaningful public input (the comment deadline only one week following a busy holiday season is not reasonable for effective public input). Nonetheless, Access Fund provides these abbreviated comments.

The Access Fund supports the recent determination in the Draft EIS that key climbing and bouldering resources in the canyon are eligible 4(f) properties, however additional revisions are needed including the addition of more key climbing and bouldering resources in Little Cottonwood Canyon as eligible 4(f) properties and a re-evaluation that of the determination that impacts from UDOT's preferred alternatives will be de minimis.

Comments

The Chapter 26 Draft Section 4(f) of the Little Cottonwood EIS is inadequate and fails to reasonable evaluate the impacts that the preferred alternatives would have on the narrowly recognized 4(f) climbing resources and surrounding properties in Little Cottonwood Canyon. The scope of the 4(f) determination is insufficient, and UDOT incorrectly concludes summarily that impacts to climbing resources in lower Little Cottonwood Canyon resulting from the two Preferred Alternatives to 4(f) are de minimis and thus will have "no adverse effect."

The Impacts from UDOT's Proposal are Not De Minimis

The revised Chapter 26 fails to accurately assess the impacts to 4(f) resources by concluding in cursory fashion without any thoughtful analysis, that impacts to the bouldering resources on USFS lands are de minimis. UDOT does not assess impacts in its alternatives resulting from the destruction of boulders, negative impacts to the recreation experience from construction and resulting transportation infrastructure, and the relocation of several hundred feet of the Alpenbock Loop due to the road widening/gondola construction. UDOT also does not provide a meaningful analysis of impacts to recreation resources from the many retaining walls required by the preferred alternatives, and UDOT's analysis lacks any real proposals that would mitigate the significant and documented impacts¹ to climbing and bouldering from the preferred alternatives. Thus, UDOT cannot reasonably assume that impacts to bouldering and climbing resources would be de minimis and this determination is in error.

UDOT Should Broaden the Scope of Its 4(f) Analysis

Access Fund agrees with the Salt Lake Climbers Alliance that a much larger amount of the climbing resources in Little Cottonwood Canyon deserve 4(f) protections, in particular the highly popular and distinctive bouldering resources and the Gate Buttress.² UDOT should broaden the scope of its 4(f) analysis to include the highly visited bouldering in the lower canyon and the popular and highly significant climbing and bouldering found at the Gate Buttress. All of these recreation resources are world-class, unique, historic and deserve 4(f) protections, a determination UDOT fails to consider.

The Gate Buttress Lease with the Church of Latter-Day Saints-to which Access Fund is a party-provides for long term public access to the important and longstanding climbing and bouldering resources found there. That lease clearly states the primary recreation purpose of the agreement:

"Lessor hereby leases the Premises to Lessee for the sole purpose of facilitating responsible, recreational hiking, rock climbing, and other recreational activities free of charge for members of the general public through the planning, developing, repairing, maintaining and reconstruction of Improvements to the Premises in order to integrate management of the rock climbing and hiking infrastructure in lower Little Cottonwood Canyon."

Then scope of UDOT's alternatives fail to include the highly significant climbing resources found at the Gate Buttress and Access Fund urges UDOT to recognize the Gate Buttress Lease area and the climbing and bouldering resources found there as an eligible 4(f) property. UDOT errs by determining that the Gate Buttress property is not eligible for 4(f) protections because it is private property as experts including the Federal Highway Administration acknowledge that private land lease agreements providing public recreational access may be eligible for 4(f) protections and the Gate Buttress area is a property deserving of such a determination. Finally, the impacts to the Gate Buttress contemplated in this Draft EIS would be more than de minimis, resulting in an adverse impact to the recreation experience.

* * *

Access Fund continues to support the Enhanced Bus Alternative, without road widening, as the appropriate alternative that will balance transportation needs with the highly popular dispersed recreation found in Little Cottonwood Canyon. Please contact me with any questions or comments about the Access Fund's position on the Little Cottonwood Canyon EIS at [REDACTED] or [REDACTED].

Sincerely,

Jason Keith
Senior Policy Advisor
The Access Fund

CC: Erik Murdock, Vice President of Policy & Government Affairs, Access Fund
Julia Geisler, Executive Director, Salt Lake Climbers Alliance

Notes:

1 See <https://www.saltlakeclimbers.org/lcc-udot-eis>

2 See <https://www.mountainproject.com/area/106002442/gate-buttress>

COMMENT #: 780
DATE: 1/10/22 7:35 PM
SOURCE: Website
NAME: Will Hollo

COMMENT:

Please please please - don't build this gondola! A project like this to alleviate traffic in normal geographies makes sense - it does not in a natural area where visitation SHOULD be limited and where traffic is simply inevitable. The bus alternative makes a lot of sense: do what you can to address traffic but not at the expense of trailhead access and the viewshed which makes this canyon so special. Quit giving into the ski areas' demands. It is well documented that FS receives revenue from the ski areas, but still your directive is to manage public lands for the good of all and to protect the uses that occur on them. There has to be a line where nature and low impact recreation are prioritized over endless ski area exploits and expansion. Please please please don't build this gondola. If you won't say no, no one will.

COMMENT #: 781
DATE: 1/10/22 7:37 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Temple Quarry Nature Trail

The UDOT Amended Draft EIS (A-DEIS) incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Temple Quarry Nature Trail - a trail designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's A-DEIS. The A-DEIS's rationale appears to be that because the gondola does not physically touch the ground on the Temple Quarry Nature Trail, it has no impact or at most a de minimus impact. That finding is incorrect. The gondola options have sizable impacts on this public recreation area, identified as qualifying under Section 4(f) of the Amended DEIS. Failure to assess and address mitigation of these considerable impacts means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs parallel to Temple Quarry Nature Trail for its length, staying everywhere within a couple of hundred meters and approaching as close as 12 meters to the trail, according to UDOT's interactive map. The Temple Quarry Nature Trail is maintained as a trail on public land, qualifying as a Section 4(f) 'public recreation area' as confirmed by UDOT's A-DEIS. It is the most popular trail in the lower Canyon and is used by hundreds of hikers, mountain bikers, snowshoers, and cross-country skiers every month of the year.

The A-DEIS fails to identify the significant impacts of the gondola alignment on the Temple Quarry Nature Trail. The visual impact is significant. Over one thousand people in bus-sized cabins will continuously fly over hikers and bikers as they progress down the trail. The public will see just off to their side massive steel ropes and transiting cabins holding up to 35 people. The huge towers supporting the gondola cables will be prominent and visible most of the length of the trail, scarring the views of the Canyon for hikers and bikers. UDOT estimates that additional noise levels of 50db will be imposed on hikers and bikers as they walk or ride. The decibel level will likely be higher in many places where the cabins move nearly directly overhead as well as where gondola cabins pass over towers. The noise will be greater still at the beginning of the trail where a transfer station is located directly across the road from the trail head. When the backup generator at the transfer station is operating, the noise level will be substantially worse - "UDOT's A-DEIS fails to provide any numbers or supporting data or analysis. Even more offensive will be the invasion and destruction of privacy of people using the public recreation area. The experience of calm, quiet and solitude of walking down this trail will be gone. The Canyon views to the north will be marred by towering steel tripods up to 200 feet tall and massive steel ropes holding bus-sized cabins. Hikers and mountain bikers will be watched by more people than if they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The experience on this 'Nature' trail will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis.

The Amended Draft EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 782
DATE: 1/10/22 7:37 PM
SOURCE: Email
NAME: Emily Pitsch

COMMENT:

Hello UDOT,

Thank you for considering the public's feedback and offering us another opportunity to comment.

Please see the following document for Students for the Wasatch's comments on the revised Chapter 26. Claudia Wiese, Mallory Philliber, and myself, Emily Pitsch, are speaking on behalf of our group in this document.

Thank you,

Emily Pitsch

STUDENTS FOR THE WASATCH

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Dear Utah Department of Transportation,

We, Students for the Wasatch, are a group of undergraduate and graduate students at the University of Utah dedicated to saving Little Cottonwood Canyon. We are a diverse group made up of students with varied interests including recreation, responsible tax-dollar spending, and those concerned about water quality. As we were formed in November 2021, we have missed the comment period on the entire EIS, but share with you our thoughts on the revised Chapter 26.

Students for the Wasatch appreciates the work UDOT put into revising the chapter; however, we are concerned that UDOT fails to recognize the significant impact the gondola will have on the many recreational opportunities in LCC. The canyon is primarily owned by the USFS, used for recreation, and has local, state, and federal significance. *We believe the importance of the canyon to the majority of users has been neglected, and, because of this, the canyon and its many resources are at risk of destruction due to this negligence.*

We believe specific locations in LCC have been incorrectly ruled out as Section 4(f) Properties. We believe the determined impacts to Section 4(f) Properties have been significantly underestimated. Finally, we offer prudent and feasible alternatives, not considered by UDOT, that necessitate serious consideration because they have no impact on the invaluable and abundant recreational resources in LCC.

S.R. 210 Scenic Byway

UDOT determined that "designating a road as a scenic byway does not create a park or recreation area as defined under Section 4(f); therefore, neither scenic byway is considered a Section 4(f) Property". It is convenient that UDOT, the entity with jurisdiction over S.R. 210, does not "formally designate" the road as a Section 4(f) Property, despite the road meeting all the criteria for being such. *We disagree that S.R. 210 Scenic Byway is not a Section 4(f) Property.*

Designation of the road as a scenic byway highlights the significance S.R. 210 has at (at least) the state level. The road is used for recreational activity as stated in the *Cottonwood Canyons Scenic Byways Corridor Management Plan (2008)*:

“Outdoor recreational features, such as nature-based activities like canoeing or camping or road-based activities like jogging, biking, or roadside picnics” (pg. 19) and “the roads themselves (SR-210 and SR-190) are recreational amenities for sightseers, recreational drivers, road cyclists, and other users” (pg. 23).

Students in our group use the canyon road (via driving, biking, and running) as a recreational outlet. For individuals who do not partake in traditional mountain recreation, they still experience and enjoy the canyon from the publicly owned and accessible road, often from their cars.

We believe that UDOT should reevaluate S.R. 210's *formal* designation as a recreational area, because this area is presently publicly owned, presently formally designated for Section 4(f) purposes (recreational use), and presently significant (State Scenic Byway).

Visual Impacts to Entire Canyon

Considering the majority of canyon users are not resort patrons¹ or skiers², we believe the visual impacts to the entire canyon deserve the same evaluation as those to the Snowbird and Alta Lodges. The majority of the canyon was not determined to be a Section 4(f) Recreational Resource, despite its public ownership, recreational use, and significance.

The current efforts to minimize visual impact seem to be grossly skewed to protect Snowbird and Alta's Historic Properties, where the gondola towers will be single-pole and conspicuously located. Meanwhile, the majority of LCC is rendered unworthy of attempts to reduce visual impacts from the gondola.

The Snowbird and Alta Section 4(f) Historic Properties, deemed worthy of reducing visual impacts, have eye-catching concrete architecture, cleared vegetation, and ski lift infrastructure while the majority of the canyon is minimally touched by development. Ironically, the visual impacts of the gondola at the resorts are taken more seriously than the visual impacts of massive lattice towers and bus-sized gondola cars on nature.

If we must reduce the “important” sections of the canyon to the few Section 4(f) Recreation Resources, we would still have a list of several recreation resources where minimization of visual impacts by the gondola were not thought of. The following Section 4(f) Recreation Resources have no legitimate strategies for minimization of visual impacts by the gondola: Alpenbock Loop and Grit Mill Climbing Opportunities, Little Cottonwood Creek Trail, and White Pine Trail.

¹ CC Lamborn and SW Burr. *An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons*. 2016.

² *Central Wasatch Visitor Studies*. 2014-2015.

The beauty and relative untouched nature of the canyon are essential aspects that lend itself to recreationists' enjoyment, and yet beauty is only considered an important characteristic for the historic properties at the businesses that will be huge benefactors of the gondola infrastructure.

We believe UDOT fails to evaluate the full impact of the gondola on the Section 4(f) Properties. We believe the gondola has greater-than-*de minimus* impact on Tanners Flat Campground and the single climbing resource determined to be a Section 4(f) Recreation Resource.

Tanners Flat Campground

We believe greater-than-*de minimus* impacts would occur at Tanners Flat Campground because the campground would lose the following qualities - serenity, privacy, and natural beauty. We also think UDOT's mitigation strategy for minimizing the privacy invasion and invasive infrastructure is unsatisfactory because, instead of taking responsibility for mitigation actions, UDOT suggests people who can tolerate development should visit the campground.

"There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to being viewed by passengers in the cabins as they pass by" (26-56). We believe that privacy invasion constitutes greater-than-*de minimus* impact. UDOT's potential mitigation strategy to shield sites with pavilions or screens would ruin the natural beauty and characteristics of the campground and constituted greater-than-*de minimus* impact (Table 26.8-2).

"The gondola's summer operation could shift campground users toward a user group with a higher tolerance for development. For example, users could shift from tent campers to RV campers" (26-56). First, not all sites accommodate RVs. Second, developing over a campground and ruining the location for traditional tent campers deems the gondola preferred alternative impact greater-than-*de minimus*. We believe this is an unsatisfactory "mitigation strategy". If this were to be considered an acceptable measure, UDOT could say that every single user group - climbers, backcountry skiers, trail users, etc - could stop visiting the canyon, and instead people who love gigantic power lines could be the new canyon user demographic.

Alpenbock Loop and Grit Mill Climbing Opportunities

"Some climbers might feel that the gondola system detracts from their scenic views of the canyon..." (26-57). This understates the impacts on climbers and lends itself to UDOT determining *de minimus* impact for this Section 4(f) Property. Climbers of Students for the Wasatch visit LCC to enjoy the scenery while recreating, otherwise everybody would just climb in a gym. The towers will detract from climbers enjoyment of scenic views of the canyon which are indispensable for many climber's enjoyment of bouldering and rope climbing in the canyon. We believe the 21.7% of boulders within 80'

below the gondola and the 2.8% of destroyed boulders together deem the gondola to have greater-than-*de minimus* impact.

"... [Climbers] might feel uncomfortable that they could be viewed by gondola passengers. However, serenity is not an attribute that can be expected because the area is adjacent to the road" (26-57).

We believe road proximity does not dictate an area's serenity. Slow-moving overhead observers would greatly detract from the peaceful nature of all 24.5% of impacted boulders. We would like to present you with this reasonable example. Do you consider your home a peaceful place? Likely you live next to a road. Would your experience at home be exceptionally diminished if we built a viewing deck outside of your bedroom window?

Tanners Flat is adjacent to S.R. 210 and visual impacts are considered for this area, yet deemed far less significant for the climbing resources. The Alpenbock Loop and Grit Mill Climbing Opportunities deserve the same consideration for visual and privacy impacts.

Alternatives That Do Not Impact Section 4(f) Properties

We believe that absence of consideration of alternatives that do not affect Section 4(f) Properties is negligent. We offer some "feasible and prudent alternatives that completely avoid Section 4(f) Properties"³ (FHWA) that undeniably cause least overall harm. "If the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected".

We believe our plans accomplish UDOT's goal - "to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210." - whilst avoiding impact to Section 4(f) Properties. We envision a transportation plan that accommodates more than 30% of ski resort users, which is UDOT's goal. Aiming for greater than 30% will make our transportation proposals more successful as it will move more people from personal vehicles to transit, which will improve mobility, reliability, and safety. If 30% is the limit to which UDOT will strive, our proposals will still accomplish UDOT's mobility, reliability, and safety compared to no action. The following are our suggestions for prudent and feasible measures that should be implemented and these have no impact on Section 4(f) Properties.

Parking expansion is necessary and should be a first step with a phased approach. According to Josh Van Jura, UDOT Project Manager, "the problem is that the bus service runs out of parking right now. So if you go to 6200 and Wasatch at 10 AM you are going to see empty buses and that's because there is nowhere to park anymore"⁴. Common sense would necessitate creating more parking, which can be done at a multitude of locations in the valley. We believe the most effective way to reduce traffic on S.R. 210

³ "Section 4(f) at a glance", Federal Highway Administration.

⁴ Josh Van Jura, Sandy City Council Meeting, July 27, 2021.

and Wasatch Boulevard is to disperse traffic away from the canyon mouths with park-and-rides throughout the valleys. Parking expansion outside of the canyons will avoid impacts to the Section 4(f) Properties.

Bus service success is directly dependent on parking availability as previously mentioned. The number of buses also needs to be increased to accommodate more riders, as less people will travel in their personal vehicles with any proposed alternative. Buses should have a direct route to the resorts instead of stopping at multiple large parking areas as they do now. Buses could also run from popular hotels to the ski resorts. This system will be easy to use and convenient for riders.

Year-round scalable transit is the only way "all users of S.R. 210"⁵ can be served by a transportation proposal. As the majority of LCC users are not visiting the resorts, a transit system that serves "all users" must also serve this majority⁶. Transit needs to service trailheads to avoid UDOT's concerns associated with limited parking at trailheads - erosion, reduced mobility, and reduced safety. A bus-based transit system is the *only solution* (among buses, trains and gondolas) that can serve all S.R. 210 users. We propose a year-round bus system be implemented to serve all types of recreationists, instead of the small minority - in-resort skiers⁷. A bus system can and should also be scaled to meet demand.

Multi-canyon service is necessary to mitigate traffic in and near LCC, as Big Cottonwood Canyon's traffic threatens a successful and mobile transportation plan in LCC. A comparable number of people visit BCC and the two canyons' close proximity demands evaluating traffic on S.R. 210 and S.R. 190, together. BCC experiences extreme traffic associated with ski resort visitation. A bus-based transit system is also the only solution that can serve both canyons.

Resort-enacted traffic mitigation strategies are necessary and reasonable. While UDOT cannot force private companies to conduct their business in a certain way, we think it is unjust that UDOT can bow to the wants and needs of private companies. Said companies have made no valiant attempts to address problems created by the way they conduct business and instead are waiting on tax-dollar subsidies to fix their problems. Resorts enacting paid parking is a meager attempt to reduce traffic, and we believe there are more involved measures the resorts should act on. These strategies could include timed parking reservations, a resort-run shuttle, and a significant monetary contribution to capital costs of a publicly run transit system.

Traction law enforcement should be enforced to reduce slide-offs from ill equipped vehicles during winter storms. Surprisingly, only 22% of accidents occur during snowy

⁵ Draft LCC EIS, Section 1.2.1 Purpose of the Project.

⁶ CC Lamborn and SW Burr. *An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Milkcreek Canyons*. 2016.

⁷ *Central Wasatch Visitor Studies*. 2014-2015.

conditions⁸. Nevertheless, enforcing traction laws can increase safety on S.R. 210. UDOT's optional sticker program is beneficial to educate drivers about the safety of their vehicles, but enforcement is necessary. The stickers offer a quick way to check a vehicle for traction adequacy and a position needs to be filled if UDOT decides reducing traction-related accidents is a priority.

Disincentives to drive must be put in place so that people are inclined to take transit. This could include tolling or metering the canyon and prohibiting single-occupancy vehicles, but we believe the disincentives should be targeted to resort users.

As students, we believe the canyon needs to be accessible to everybody by either providing affordable transit or affordable access. For the most part, our group would not have access to LCC if tolling and transit was tens of dollars. Many of us take UTA transit to the University of Utah because the university pays our tickets. "Free" transit is a huge incentive to use it and the same can be said for LCC.

With this traffic problem originating from resort visitation and the proposed transit solutions only running to the resorts, we believe it is unjust to charge individuals who are not visiting the resorts to enter the canyon. In the winter, buses could also run to the highly visited areas in the canyon that are not the resorts to provide other canyon users with a transit option.

We think it is reasonable to toll at the resorts - and that money can contribute to paying for transit instead of simply being another revenue stream for the resorts.

Here we provided some ideas for transportation options that avoid impacts to Section 4(f) Properties. We believe these are prudent⁹ and feasible¹⁰ and that they accomplish UDOT's project goal¹¹. These measures will improve *mobility* as cars are off the road and buses can run their routes more efficiently and trails will be accessible by bus which will reduce traffic near trailheads. The ease of travel on S.R. 210 in bus or personal vehicle will improve. *Reliability* will also be improved with better traffic flow. *Safety* will improve with traction law enforcement and

⁸ Carl Fischer determined this using the Utah Vehicle Collisions Portal. More details from his analysis are in his Sept. 2, 2021 letter to UDOT.

⁹ "An alternative is prudent if it meets the test in 23 CFR 774.17, which includes factors assessing safety or operational problems; how well project purpose and need are met; the severity of social, economic, or environmental impacts; and the severity of impacts to environmental resources protected under other Federal statutes. FHWA's evaluation of these factors begins with a "thumb on the scale" in favor of protecting Section 4(f) property, and takes the relative value of the Section 4(f) property into account."

Our alternatives meet purpose and need, do not negatively impact the environment, do not misuse tax-dollars (economic), and do not ruin critical resources to our society (nature and watershed). These also do not impact Section 4(f) Properties.

¹⁰ "An alternative is feasible if it can be constructed as a matter of sound engineering. Typically, alternatives that are studied in a draft environmental impact statement or environmental assessment are feasible; otherwise they would not have been carried forward for detailed study."

¹¹ Draft LCC EIS. Chapter 1.

reduction of trailhead roadside parking. Starting with these common sense solutions will allow us to cause least overall harm to Section 4(f) Properties and the rest of LCC. If these measures prove unsuccessful, additional phased measures can be implemented.

Least Overall Harm Option of UDOT's Preferred Alternatives

If UDOT decides that considering new alternatives is not something they are willing to do, we believe it is their responsibility to determine that the Enhanced Bus Service causes the least overall harm¹², within the canyon, as all 5 preferred alternatives in Chapter 26 share impacts outside of the canyon. The Enhanced Bus Service has the least overall harm compared to the other preferred alternatives.

If UDOT decides this preferred alternative is not in fact preferred, we believe it is their responsibility to determine that the Enhanced Bus Service in Peak Period Shoulder Lane to cause the least overall harm compared to Gondola B. This is because the bus service impacts 3 historic properties (IDs: 67, 68, 69) that the gondola does not, and one recreation resource (Lisa Falls TH). Whereas, the gondola impacts 4 historic properties (IDs: 61, 82, 84, NV3) and 5 recreation resources (Tanners Flat CG, LCCreek Trail, White Pine TH, Section 4(f) resources at Snowbird, and those at Alta) that the bus does not.

Our Takeaways

We are opposed to the gondola and widening the road for a bus lane, but especially opposed to the gondola. We believe the significant amount of tax dollars spent in the EIS process is partially a sunk cost. The spent money should not be taken into consideration when a final decision is made, but the evaluation until now has ruled out options that should not be pursued further (we view as constructive).

We believe it is an irresponsible and inappropriate use of tax-dollars to only consider construction projects over half a billion dollars that do not serve all S.R. 210 users. *Additionally, we believe that absence of evaluation of alternatives that do not affect Section 4(f) Properties is negligent and should be reconsidered.* Commonsense would suggest improving the current system, as the UTA ski bus service has substantially improved ridership without additional funding. This shows the success of this mode of public transit and the huge potential for more success with necessary improvements, including increasing parking and the number of buses.

Students for the Wasatch encourages UDOT to attempt to recognize the value in the innumerable, invaluable resources in LCC and those that UDOT decided are worthy of Section 4(f) status. And, *we encourage UDOT to consider the significant loss we residents will experience with desecration of our most beautiful canyon as it will be transformed from our magnificent public lands to an alleyway for the resorts. We have confidence that UDOT has the*

¹² We evaluated the resources affected by the 5 preferred alternatives. As the supplemental alternatives are common among all 5, we only considered the affected properties unique to each primary alternative (two bus systems, both gondolas, and cog rail).

resources and ability to design an effective traffic mitigation strategy that avoids use of Section 4(f) resources and construction in the canyon.

We hope to see a solution that benefits all users of S.R. 210 and all current and future residents of the Salt Lake area.

On behalf of Students for the Wasatch,

Emily Pitsch, Co-President



Claudia Wiese, Co-President



Mallory Philliber, Secretary



COMMENT #: 783
DATE: 1/10/22 7:44 PM
SOURCE: Website
NAME: Liz Rocco

COMMENT:

As a user of the alpenbock loop and climber, I advocate for no alteration of the landscape and view-scape of the Lower Little Cottonwood Canyon; therefore I am opposed to the construction of a gondola.

COMMENT #: 784
DATE: 1/10/22 7:51 PM
SOURCE: Website
NAME: Sam Cook

COMMENT:

Better forms of transportation exist. And this will create huge irreversible damage to the area. I oppose the build.

COMMENT #: 785
DATE: 1/10/22 7:56 PM
SOURCE: Website
NAME: Matt Bongard

COMMENT:

A gondola up little cottonwood canyon is a terrible idea. Widening the road is also a bad idea. The city, udot, state and ski resort should look to Zion National park as an inspiration for the canyons. The goal to keep more cars in the valley and less up our watershed would be smart. A fleet of buses that service multiple stops, have a great range of service hours and connecting to a more robust public transportation system could prevent so much damage to the environment of the canyon while still getting people out recreationally. Buses are affordable for everyone and help keep access for all users. Skiers, climbers, hikers, and even just families to take the views in. These are our public lands and should be preserved for future generations.

So in summary no gondola, no tolls, no widening of the road. Improve the public transport system with buses and build parking in the valley!

COMMENT #: 786
DATE: 1/10/22 7:57 PM
SOURCE: Website
NAME: Joshua Jensen

COMMENT:

The public has spoken on this issue. Both proposed options are not acceptable. Both the gondola and widening the road will destroy important climbing resources that can never be replaced. It is absurd that we are even considering altering/destroying the canyon in this way for the sake of a slightly shorter commute. By the way, I ski at Alta. No to the gondola and no to the widening of the road. We'll deal with traffic congestion, that isn't that bad this year, rather than destroy the canyon.

COMMENT #: 787
DATE: 1/10/22 8:03 PM
SOURCE: Website
NAME: Caroline Capell

COMMENT:

If gondolas are put up in LCC without first trying other low cost initiatives first, then you will be needlessly ruining a beautiful landscape with the ugliness of these gondolas. Having a better bus system with increased stops throughout the canyon would be a much better option to preserve the canyon and the offering of climbing, hiking, and other various outdoor activities.

COMMENT #: 788
DATE: 1/10/22 8:04 PM
SOURCE: Website
NAME: Susan Sims

COMMENT:

I oppose building a gondola or expanding the road in LCC. I am in favor of a high-speed bus system or something that does not modify the other recreational impacts or viewshed in the canyon.

COMMENT #: 789
DATE: 1/10/22 8:10 PM
SOURCE: Website
NAME: Liam Nolan

COMMENT:

The roadside boulders are the main reason I moved here. Destroying them will be a devastating blow to the climbing community and the revenue that climbing tourism brings into salt lake

COMMENT #: 790
DATE: 1/10/22 8:11 PM
SOURCE: Website
NAME: Henry Nelson

COMMENT:

Don't make this gondola, there's tons of beautiful rock and sights that would be affected, not to mention the impact it would have to on the environment.

COMMENT #: 791
DATE: 1/10/22 8:14 PM
SOURCE: Website
NAME: Igor Baveda

COMMENT:

Thank you for providing the revised EIS plan and for the thought that went into the project plans. After reviewing the revision, I do not believe that any of these plans truly address the actual problem of too many users in the canyons at a given time.

For the 2021-22 ski season, Alta Ski Lifts enacted a parking policy. With the addition of Snowbird's reservation parking and limited free parking, the number of traffic issues in Little Cottonwood Canyon has decreased dramatically. My anecdotal experiences yield a significant improvement in traffic congestion and parking. When comparing my Little Cottonwood experience back to back with Big Cottonwood, it is apparent that parking reservations really do improve canyon gridlock at peak times for both uphill and downhill travel, as well as, on-street parking. To date, there hasn't been a significant delayed opening of Little Cottonwood, so I cannot comment on idle traffic on Wasatch Blvd. However, I have noticed that traffic is still lighter than compared to previous years.

With that said, I truly believe the future of State Road 210 should be under an unadulterated environment that can be enjoyed for generations to come without the visual impact of a gondola or the diminishment of trailheads parking and usage.

COMMENT #: 792
DATE: 1/10/22 8:14 PM
SOURCE: Website
NAME: Margaret Edmunds

COMMENT:

The draft EIS is not responsive to federal section 4(f) requirements because it ignores significant effects on public recreation areas that would be caused the gondola, it's towers, tower bases, transfer stations, and access roads.

I DO NOT SUPPORT A GONDOLA

.

COMMENT #: 793
DATE: 1/10/22 8:17 PM
SOURCE: Website
NAME: Eric Wynn

COMMENT:

As a regular visitor of Little Cottonwood Canyon, I would like to state my opposition to the current transportation proposals.

A gondola or widened roadways will have long term impacts to the canyon. Before these drastic, irreversible measures are implemented, other more sustainable should be tried: increased bus service, tolling, etc.

When it comes to UDOT's Revised Ch. 26, I appreciate that the Alpenbock Loop and Grit Mill Climbing are now recognized as a 4(f) recreational resource.

However, this analysis underestimates the impacts Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources:

- The Gondola would in fact have noise impacts to climbers and other users of the canyon
- The Gondola would have significant visual impacts to to climbers and others. It would be nearly impossible to not see the towers and the gondola from any vantage point in the canyon.
- There is no doubt that a Gondola or widening the roadway will completely change the character of canyon experiences.
- The Gondola and the widened roadways will not service dispersed recreation users such as climbers, hikers, nature lovers, backcountry skiers, etc.
- Both proposals cost an obscene amount of money that only serves the interest of the private ski resorts (which are operating on public land).
- The analysis fails to evaluate the impacts on the Gate Buttress, a historic and heavily used climbing and hiking area. No evaluation can be complete without examining the impact on this area. There is no doubt that climbing and hiking in this area would be significantly impacted.
- Finally, the construction of either proposal will limit and/or close climbing and hiking access in the lower canyon.

To conclude, we do have a serious need to address transportation issues facing the canyon. The EIS is flawed and cannot be used as a basis to make irreversible decisions on the future of the canyon. Additionally, before these drastic measures are implemented, UDOT and other stakeholders should try other alternatives to address the transportation issues: increased bus service, tolls, carpooling, etc.

Thank you,
Eric Wynn

COMMENT #: 794
DATE: 1/10/22 8:19 PM
SOURCE: Website
NAME: Elizabeth Layne

COMMENT:

It is very challenging for the average citizen, not involved in land use planning or transportation planning to even understand what is going on in that 147 page chapter. Even local advocacy groups have not provided a plain-language explanation of what this all means. So I submit this comment hoping it applies.

Please do not sacrifice any climbing, including individual boulder problems. ALL forms of recreation deserve equal consideration, skiers are not more important than climbers or cyclists or hikers. Minimal impacts for all users, improving multiple use experiences, decreasing individual car use, are most important. Please consider all recreational uses instead of just maximizing resort skier movement. Question: since both Alta and Snowbird have instituted parking reservations and paid parking, has this altered congestion?

COMMENT #: 795
DATE: 1/10/22 8:20 PM
SOURCE: Website
NAME: Thomas Gaston

COMMENT:

Road widening and demolishing the natural beauty of our canyons simply so more people can sit in traffic and have a massive gondola system over their heads is ridiculous. Keep our canyons sane and beautiful! Respect the other thousands of people utilizing the canyons for their natural beauty and outdoor resources that go well beyond their use as a road to get to the mountains.

COMMENT #: 796
DATE: 1/10/22 8:21 PM
SOURCE: Website
NAME: Trevor Schlossnagle

COMMENT:

The enhanced bus service with road widening does not meet the de minimis impact: the analysis does not take into account the numerous roadside boulders and parking spots outside of the Alpenbock/Grit Mill area. These boulders should be considered a historical resource, as climbing in LCC has been happening since at least the early 1960s, if not even earlier.

Neither Gondola A or B option meets the de minimis impact: in addition to the above elements of a) impact on boulders outside of the Alpenbock/Grit Mill area, and b) the historical significance of rock climbing and bouldering in LCC, the gondolas will have a SEVERE visual impact on most, if not all, bouldering and climbing in the canyon, and likely other recreation activities as well.

COMMENT #: 797
DATE: 1/10/22 8:21 PM
SOURCE: Website
NAME: Austin Arce

COMMENT:

Idk if my first comment submitted. Please don't do this. With the climate change the way it is what if snow sports aren't even a thing in the future?? Then we destroy the canyon for what?? Corporate greed. The resorts will make their money regardless. There are so many other options that must be exhausted before we even result to this. If we do that and it doesn't work then I could see this being viable. But until then. Please do not destroy this world class climbing area. It is so magical and special.

COMMENT #: 798
DATE: 1/10/22 8:25 PM
SOURCE: Website
NAME: Cody Lee

COMMENT:

As a lifelong snowboarder and climber, I see the canyon from both sides of the aisle. The ski industry as a whole is experiencing rapid congestion, and the it is not the burden of taxpayers to solve this issue. The cost and partial closure of the canyon to complete either project is not a feasible option and will permanently alter a resource that is loved by many.

COMMENT #: 799
DATE: 1/10/22 8:26 PM
SOURCE: Website
NAME: Jonathan Keller

COMMENT:

I am opposed to any alternative that negativity impacts the climbing and the view sheds in Little Cottonwood canyon. Looking out at a gondola towers is unappealing to me as a climber. Furthermore I believe that the study of environmental impacts of single canyon transportation solutions are not complete. This project needs to be considered as a part of broader plan to solve transportation issues throughout the wasatch range. Why is there still a gravel pit at the mouth Big Cottonwood? This is the prime location for a valley based transit hub for all of the Central Wasatch.

COMMENT #: 800
DATE: 1/10/22 8:27 PM
SOURCE: Website
NAME: Courtney Devine

COMMENT:

No Gondola

COMMENT #: 801
DATE: 1/10/22 8:30 PM
SOURCE: Website
NAME: Mike K

COMMENT:

Little Cottonwood climbers have been enjoying boulders near the road in Little Cottonwood Canyon for 70 years. Any road widening will severely impact bouldering in Little Cottonwood Canyon and destroy this historic resource. Road construction and parking lot closures will also impact all of those who recreate throughout the Little Cottonwood Canyon. Please consider other less impactful options for improving the traffic situation in Little Cottonwood canyon.

A gondola is an unacceptable addition to this wild and beautiful canyon.

COMMENT #: 802
DATE: 1/10/22 8:36 PM
SOURCE: Website
NAME: Alex Dencic

COMMENT:

I would like to ask UDOT to avoid installing a gondola or widening roads in Little Cotton Wood canyon. I believe either of these proposals would negatively impact myself, and fellow Salt Lake City residents who love and recreate in the canyon. These options would permanently damage the beauty of our nearby public lands, and take away from the recreational experience for thousands of visitors, especially backcountry users. I believe a mandatory bus system for access to ski resorts would provide a better solution for all parties. Thanks you.

COMMENT #: 803
DATE: 1/10/22 8:37 PM
SOURCE: Website
NAME: John Pikus

COMMENT:

I would like to thank UDOT for the revision of the LCC EIS. I greatly appreciate that the Alpenbock Loop and Grit Mill Climbing area is being recognized as a 4(f) recreational resource. One of my main issues with the original EIS was that it did not acknowledge the very significant impacts that the suggested transportation solutions would have on the rock climbing experience in the canyon. However, the current options still being considered are still unacceptable in my view due to the irreversible destruction they would cause to the aesthetics of the middle and lower canyon and the brilliant roadside boulders.

The revised Ch. 26 analysis does not recognize the Gate Buttness as a 4(f) recreational resource. This is a major omission, as this area's combination of history, aesthetics, and brilliant climbing make it one of the most popular and special places in the entire canyon to climbers. Putting a gondola tower right in front of it would forever alter the experience of climbing there. Plus one of the most beloved boulders in the whole canyon at the five mile bouldering area would likely need to be destroyed or relocated if the road widening option is chosen. Frankly I am confused as to how the Alpenbock-Grit Mill area can be considered a 4(f) resource and not the Gate Buttness.

Closing access to climbing for 2-3 years for construction time for the current proposals is also a major blow to the climbing community. Living ten minutes from the base of the canyon and being able to go bouldering or climbing after work is my single favorite part of living in the Salt Lake valley. I am not alone in feeling this way. Drive through the canyon on any non-winter weeknight and you are sure to see at least a couple lights in the forest on the side of the road from local climbers testing themselves on the boulders. Instead, why don't we close Snowbird and Alta for 2-3 years before a decision is made since they are causing the traffic problems? I know I am being tongue-in-cheek but I think this is a valid point. Any transportation solutions should not impact climbing access for more than a couple weeks at most. This is unfair to anyone who cherishes the climbing in Little Cottonwood Canyon.

I already spoke at length about this in both my last comment as well as on the public zoom meeting several months ago. The \$500 million dollar price tag is far too much for taxpayers to be spending on a project that only benefits ski resorts and their customers at the expense of all other canyon recreators. Less impactful solutions exist and should be implemented before we forever change the nature of this brilliant canyon. Please consider the experience of all users of Little Cottonwood, and not just the resort skiers whose traffic is really only a problem for 3 months of the year.

COMMENT #: 804
DATE: 1/10/22 8:42 PM
SOURCE: Website
NAME: Anna Zanetti

COMMENT:

Dear Utah Department of Transportation,

My name is Anna Zanetti and as a resident of Salt Lake City. My husband and I live in Sugar House and moved to the area from the east coast almost 2 years ago primarily for the climbing access.

I am commenting today about UDOT's proposed transportation alternatives in Little Cottonwood Canyon and the stance to climbers and other recreation groups outside of the main ski resorts. UDOT has identified two preferred transportation alternatives to alleviate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative like an expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling.

UDOT's transportation proposals are only a partial solution, serving only resort users in the canyon. I too am a resort user but what has been outline by UDOT is too destructive. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers. UDOT's proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring these groups.

Both of UDOT's proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement. Dependable, affordable, electric busses could very well be a solution here that will also help to mitigate congestion and poor air quality from tailpipe emissions.

UDOT's proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year.

My husband and I love climbing all throughout the canyon especially the Gate Buttrass and UDOT's transportation proposals serve only those traveling to resorts, leaving all other canyon users behind. In addition, the proposals threaten world-class "climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would ruin the climbing experience for everyone. Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role in the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.

Thank you for your consideration,

Anna Zanetti
Salt Lake City, UT

COMMENT #: 805
DATE: 1/10/22 8:44 PM
SOURCE: Website
NAME: Greg Bartrop

COMMENT:

I still don't understand why we're doing this for the resorts, who are the only ones truly impacted by avalanche road closures, and not doing everything possible to improve transit and parking prior to costly and irreversible changes to our beloved canyons! You don't have to do what Alta/snowbird want when they say it. Do your due diligence and try a low impact approach first!! Your mistake will cost us generations.

COMMENT #: 806
DATE: 1/10/22 8:45 PM
SOURCE: Website
NAME: Jeff Stephenson

COMMENT:

I think gondola makes the most sense. Earlier this year I was coming home from skiing and it took me two hours to drive down the canyon because of a minor traffic accident.

COMMENT #: 807
DATE: 1/10/22 8:45 PM
SOURCE: Website
NAME: Kate Bishop

COMMENT:

The alpenbock trail is one of my family's favorites in lower little cottonwood canyon. My daughters and I frequent these trails and a gondola used two months out of the year would ruin the landscape. It's a misuse of public money.

COMMENT #: 808
DATE: 1/10/22 8:47 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Tanner's Flat Campground

The amended UDOT Amended Draft EIS excludes the considerable impacts of the gondola alternatives at the Tanner's Flat Campground, a Section 4(f) 'public recreational area' as identified in the Amended Draft EIS (A-DEIS). The A-DEIS labels any impacts of the gondola options in Tanner's Flat Campground as either nonexistent or de minimus because no part of the gondola physically touches the ground inside the campground. That finding is manifestly incorrect. The gondola options have sizable impacts on this public recreation area. Tanner's Flat Campground lies on public land (National Forest) and therefore qualifies under Section 4(f) of the Amended DEIS as a public recreation area. Failure to assess and address mitigation of the considerable impacts of gondola options means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs over the top of Tanner's Flat Campground for the length of the campground. At the lower end of the campground, directly across S.R.210, is a transfer station and a support tower. A support tower also stands at the upper Canyon end of the campground as well. Gondola cabins rise from ground level at the transfer station below the campground and climb up over the west end of the campground to a height of over 100 feet above the campground by its eastern end. This campground is the only developed and car-accessible campground in Little Cottonwood Canyon below the commercial ski resorts. Once it is free of snow, it is filled every weekend and many of the weekdays of the season. It offers extraordinary views in all directions of the sheer Canyon walls and the soaring peaks above. Because the road (S.R.210) bends away from the campground and climbs above it, both the visual and aural impact of the road is minimized. As a result, the campground offers a rare chance to spend a night in presence of few other people, surrounded by the feeling and sights and sounds of wilderness.

The Amended Draft EIS fails to identify the significant impacts of the gondola alignment on the Tanner's Flat Campground. The visual impact is significant. Over one thousand people in bus-sized cabins will continuously fly directly over the campers in Tanner's Flat. When campers look up, they will not see just blue sky and soaring "peaks, but instead they will gaze into massive steel ropes and bus-sized cabins holding up to 35 people rumbling overhead. A huge tower supporting the gondola cables will be prominent and visible a stone's throw from the down-canyon side of the campground. Another even taller tower will stand a stone's throw from the up-canyon end of the campground. These towers will scar the views of the Canyon for campers looking both up and down the Canyon. UDOT estimates that additional noise levels from the gondola will be 50db. They point out that the gondola's noise may be less than the noise of the road. However, this does not mean that nearly doubling the noise campers must contend with has no impact. To the contrary, the additional noise added by the gondola will be an additional and significant irritant. Moreover, the road noise has clear peaks of concentration during the hour or two of morning and evening rush while the gondola noise is continuous through its hours of operation. The decibel level will likely be higher for campers on the ends of the camping area because of the sound of the gondola cabins going over the tower supports as well as the sound of the transfer station operating immediately below the campground. When the transfer station's backup generator is operating, the decibel level can be expected to be much higher. The exact levels are unknown because the UDOT's A-DEIS fails to provide any numbers or supporting data or analysis.

Even more offensive than the noise and visual scar will be the invasion and destruction of campers' privacy. The experience of a quiet daytime and evening in the wilderness, enjoying its solitude, will be gone. Campers who venture out of their tents or RVs to cook, picnic, or sit and enjoy the mountain

forest will be watched by more people than if they were in an all-glass building in a large metropolitan area. They will be photographed and video-recorded without their consent. The Amended Draft EIS states, perhaps facetiously, that campers should all switch to RVs and presumably enjoy the wilderness camping experience without leaving their vehicles. The experience of camping in the mountains and in nature will be shattered visually, aurally, and in terms of any feeling of solitude. This impact of the gondola is certainly not a nonexistent impact nor is it remotely de minimis.

The Amended Draft EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 809
DATE: 1/10/22 8:50 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Lisa Falls Trail

The UDOT Amended Draft EIS (A-DEIS) incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Lisa Falls Trail - a trail designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's A-DEIS. The A-DEIS's rationale appears to be that because the gondola does not physically touch the ground on the Lisa Falls Trail, it has no impact or at most a de minimus impact. That finding is incorrect. The gondola options have sizable impacts on this public recreation area. Failure to assess and address mitigation of these considerable impacts means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs immediately south of Lisa Falls Trail, coming within approximately 67 meters of the trailhead. A gondola tower rises well over 100 feet south of the trail within 120 meters, according to UDOT's interactive map. The Lisa Falls Trail is maintained as a trail on public land, qualifying as a Section 4(f) 'public recreation area' as confirmed by UDOT's A-DEIS. It is a popular hiking trail, used by hundreds of hikers primarily when not snow-packed.

The A-DEIS fails to identify the significant impacts of the gondola alignment on the Lisa Falls Trail. The visual impact is significant. Because over one thousand people in bus-sized cabins on the gondola will be over 100 feet in the air, they will look directly north onto the Lisa Falls trail at the same level as the trail. The gondola passengers will have a good view of the public hiking the trail. The people hiking back down the trail will no longer see the spectacular vistas of the south Canyon wall, but instead, their eye will be drawn to the massive steel ropes and transiting cabins holding up to 35 people and the steel tripod of the nearby supporting tower. The gondola alignment and the huge towers supporting the gondola cables will be prominent and visible the length of the trail, marring the views up and down the Canyon. UDOT estimates that additional noise levels of 50db will be imposed on hikers and bikers as they walk or ride. The decibel level will likely be higher at the trailhead due to the proximity of the tower and the noise the cabins make as they transit the tower cable supports. UDOT's A-DEIS fails to provide any supporting data or analysis of noise levels. As offensive as the marred view will be, the invasion and destruction of privacy of people using the public recreation area will be worse. The experience of calm, quiet and solitude of this mountain trail will be gone. Hikers will be watched by more people than if they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The experience on this 'Nature' trail will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis.

The Amended Draft EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 810
DATE: 1/10/22 8:53 PM
SOURCE: Website
NAME: Steven Glaser

COMMENT:

Section 26, Revised. The 4(f) determinations, including the grit mill and Alpenbock trail loop, do not consider visual degradation that recreational users would experience. The 4(f) determination within the Draft EIS is limited to the 100-foot buffer on either side of Little Cottonwood Canyon Road. Constructive use is defined as: when the proximity impacts of a transportation project on a Section 4(f) property, even without acquisition of the property, are so great that the activities, features and attributes of the property are substantially impaired. This clearly applies to visual impacts that either of the Gondola options would have.

If one focuses on a moving gondola while hiking, skiing, or snowshoeing rather than the natural beauty of the canyon, that is a degradation of the recreational experience. If one focuses on the moving gondola rather than the singing of the birds, that is a degradation of the recreational experience. A de minimis interpretation must consider these facts. The Draft EIS does not do that and should be amended accordingly.

COMMENT #: 811
DATE: 1/10/22 8:58 PM
SOURCE: Website
NAME: John Pfaff

COMMENT:

We need to move to a model that is closer to Zion NPS. Speaking as an avid skier, I have used the buses a total of 3 times in the past 4 years. Each time has been an agonizing experience for several reasons. 1, there are not enough buses to adequately service the amount of people looking for a cheap and green option to going up the canyon. 2, even if you have parking at the base of the canyon, I have often seen a full bus preventing me from boarding. 3, and most importantly, the buses do nothing to alleviate the traffic as everybody and their mother knows not to ride the bus. This causes cars with only 1 or 2 passengers to make the drive up the canyon, leading to significant congestion.

I would recommend moving to a model where buses are the only vehicles allowed in LCC and BCC from 8am to 5pm during peak winter operations (January to April). This will significantly alleviate congestion, utilize our buses, and save significant capital since UT will not have to pay for a gondola.

COMMENT #: 812
DATE: 1/10/22 8:59 PM
SOURCE: Website
NAME: Michelle Neves

COMMENT:

The dart EIS is not responsive to Federal Section 4(f) requirements because it ignores the tremendous impacts to public recreation areas caused by the gondola, its towers, tower bases, stations, and roads. Please reconsider.

I do not, in any way, shape or form, support the gondola.

COMMENT #: 813
DATE: 1/10/22 9:00 PM
SOURCE: Website
NAME: Andrew Clevenger

COMMENT:

I support expanded bus service with closing the roads to cars at peak times. Gondola will be a ton of work for not much gain. Widening the road is useless. UTA just needs to use more buses that run all day every day, especially on weekends.

COMMENT #: 814
DATE: 1/10/22 9:10 PM
SOURCE: Website
NAME: Gay Lynn Bennion

COMMENT:

I make this comment as a private citizen and also as the state representative for both of the Cottonwood Canyons.

I appreciate UDOT's reconsideration and decision to classify Alpenbock and Grit Mill trailheads and areas as 4(f) designation. These areas definitely require this classification.

I urge UDOT to add other areas to this classification. We have hiked to Red Pine, White Pine several times, and this year I was able to summit Pfeifferhorn high enough to look into Utah County. Based on high use and enjoyment by our community and visitors from around the state and the world, I recommend that UDOT include Tanner's Campground, White Pine Trailhead, and Lisa Falls area as F4 areas.

I also ask UDOT to include Snowbird and Alta Ski areas as 4(f) due to their high use during the spring, summer and fall as access areas for hiking, backpacking, climbing, relaxation, and solitude.

It is imperative any future roads or transportation methods in Little Cottonwood Canyon have minimal impact on these areas so future generations can continue to enjoy nature.

COMMENT #: 815
DATE: 1/10/22 9:20 PM
SOURCE: Website
NAME: Katie Walker

COMMENT:

The Dart EIS is not responsive to Federal Section 4(f) requirements because it ignores significant impacts to public recreation areas caused by the gondola, its towers, tower bases, transfer stations and access roads. I do not support the gondola as an option for little cottonwood canyon.

COMMENT #: 816
DATE: 1/10/22 9:24 PM
SOURCE: Website
NAME: Marianna Frame

COMMENT:

I appreciate all the time and consideration put into this revised plan. I also appreciate the consideration of a train, which certainly demonstrates that alternatives exist that hadn't yet been explored. I believe there is a solution to be had, but at what expense? And at whose expense? One thing that is missing which I need to be able to show my support for any possible change, is actual visual renderings of the various plans. The birdseye impact is helpful for sure, but as a homeowner in Alta, I don't understand the visual impact of any of these in the Alta community, from my home, etc. It's all really important to get stakeholder buy-in (especially those who will have to give access/sell land to make this possible). Finally, the earth berm and avalanche mitigation tunnels, while really compelling, will have a visual impact both on the canyon as well as those riding up and down the canyon. Is the reduction in delays and road closures really worth the expense to build and maintain these? Until I can have the above addressed, I will be unable to support any change, but do understand that there may need to be changes to reduce the congestion in the canyon.

COMMENT #: 817
DATE: 1/10/22 9:24 PM
SOURCE: Website
NAME: Tim Kemple

COMMENT:

The use of the Alpenbock Loop Trail and Grit Mill trailhead have become regular outings for myself and my two young children (1 and 4). At least once a week from September thru May we use this area of LCC to provide an experience we can't find anywhere else in the Salt Lake Valley. For us, a Gondola ruins this experience and the beauty of the landscape. We need more bus service, better parking, and more trailheads in Little Cottonwood (and Big Cottonwood as well honestly) -- NOT A GONDOLA. A Gondola serves an elite few only a couple months out of the year and is a waste of my money as a taxpayer and local business owner. Further, in a time where EQUITY in the outdoors is at the forefront of most conversations -- we need to look to supporting access to Little Cottonwood year 'round. Expanding the road and increasing bus access is the better option for myself, my family, and our community. Thank you - Tim Kemple

COMMENT #: 818
DATE: 1/10/22 9:24 PM
SOURCE: Website
NAME: Jennifer Deans

COMMENT:

I do not support the gondola. The dart EIS is not responsive to Federal section 4(f) requirements because it ignores significant impact to recreation areas caused by the gondola, its towers, its tower bases, transfer stations and access roads.

COMMENT #: 819
DATE: 1/10/22 9:26 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Alpenbock Loop and Grit Mill

The UDOT Amended Draft EIS (A-DEIS) incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Alpenbock Loop and Grit Mill - an area designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's A-DEIS. The A-DEIS's rationale appears to be that because the gondola does not physically touch the ground in the Alpenbock Loop and Grit Mill area, it has no impact or at most a de minimus impact. That finding is flatly incorrect. The gondola options have sizable impacts on this public recreation area. Failure to assess and address mitigation of these considerable impacts means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs immediately over portions of the Alpenbock Loop and Grit Mill public recreation area, according to UDOT's interactive map. The Alpenbock Loop and Grit Mill qualify as a Section 4(f) 'public recreation area' as confirmed by UDOT's A-DEIS and the U.S. Forest Service. It is a popular climbing area and secondarily a hiking trail and camping area, used by hundreds of climbers year-round. This area accesses the vertical silver-white granite walls on the north side of Little Cottonwood Canyon. This is a world-class and world-renown climbing area, popular with both locals and out-of-state visitors.

The A-DEIS fails to identify the significant impacts of the gondola alignment on the Alpenbock Loop and Grit Mill. The visual impact of the gondola, option B, is significant. This climbing area is treasured for its spectacular, unspoiled views of one of the most beautiful canyons in America. The only canyon in the Wasatch to be fully glaciated and carved into a stunning U-shaped glacial valley. The gondola options will send over one thousand people per hour riding in bus-sized cabins on the gondola directly over this prime public recreation area. Gondola cabins will descend from over 230 feet high to ground level at a gondola transfer station in the middle of the parking lot and trailhead, then rise from the trailhead to climb over another giant tower as the gondola transects this entire public recreation area. Because of the altitude of the gondola, people on the gondola will be level with and look directly at climbers on the vertical rock faces. Climbers will no longer look south to the spectacular sheer granite walls of Little Cottonwood's Bells Canyon Peaks, but instead, their view will be drawn to the massive steel ropes and transiting cabins holding up to 35 people and to the steel tripods of the nearby supporting towers, over 230 feet tall. The gondola alignment and the huge towers supporting the gondola cables will be prominent and visible the length of the climbing area, marring the views up, down and across the Canyon. As a final visual blow, FAA regulations require that flashing lights be installed on the top of these huge towers, drawing the eyes of everyone in public recreation area. This is a significant visual impact, altering forever the climbing experience in this public recreation area.

In addition to the visual abomination of the gondola, UDOT estimates that additional noise levels of 50db will be imposed on climbers - this noise is on top of the road noise that is already present. The decibel level will likely be higher near the trailhead due to the proximity of the transfer station and near the towers due to the noise the cabins make as they transit the tower cable supports. UDOT's A-DEIS fails to provide any supporting data or analysis of noise levels for normal operation, but the noise levels will be higher when the transfer station backup generator is in operation.

As offensive as the marred view and noise will be, the invasion and destruction of privacy of people climbing in the public recreation area will be worse. The experience of calm, quiet and solitude one gets working their way up the granite faces will be gone. Climbers will be watched by more people than if

they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The experience of a climb on natural rock faces in a spectacular outdoor setting will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis.

The Amended Draft EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 820
DATE: 1/10/22 9:29 PM
SOURCE: Website
NAME: Leslye Penticoff

COMMENT:

Hello,

I am a homeowner and taxpayer in Salt Lake County, and I moved here because of the access to world-class rock climbing in our local area. I have serious concerns about the impact that UDOT's Shoulder Lane and Gondola Alternatives proposals would have on climbing resources in Little Cottonwood Canyon.

UDOT's Revised Ch. 26 analysis inaccurately underestimates the actual significant impacts that a Shoulder Lane and Gondola Alternatives would have on the Alpenbock Loop and Grit Mill climbing resources; Specifically:

The Revised Ch. 26 analysis inaccurately states the Gondola Alternatives would have no noise impacts, when in fact associated noise impacts would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the significant visual impacts of the Gondola Alternatives, which would be significant to climbers and other recreators.

The Revised Ch. 26 analysis fails to recognize the overall significant and negative impact that either the Shoulder Lane or a Gondola Alternatives would have on the natural aesthetic and environment that contribute to the Alpenbock Loop and Grit Mill climbing resources' special value.

Neither proposal service dispersed recreation users nor do they provide for public transit options for climbers.

Both proposals will cost an unacceptable \$500 million + in construction costs, alone.

UDOT's Revised Ch. 26 analysis still fails to evaluate impacts to the historic climbing resources on the 140-acre Gate Buttress property. This omission renders the Revised Ch. 26 Evaluation fatally incomplete.

Two-three years of construction time for the UDOT proposals will close and/or limit access to lower LCC climbing.

COMMENT #: 821
DATE: 1/10/22 9:32 PM
SOURCE: Website
NAME: Jamie Wertz

COMMENT:

UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: [expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling]. UDOT's transportation proposals serve only those traveling to resorts, leaving all other canyon users behind. In addition, the proposals threaten world-class climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would ruin the climbing experience for everyone. Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role in the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.

COMMENT #: 822
DATE: 1/10/22 9:33 PM
SOURCE: Website
NAME: Malissa Beckstrand

COMMENT:

At the very least, why are we not trying solutions such as “pay at the bottom” like Millcreek Canyon, for the sake of potentially managing some level of traffic flow.

As a property owner in LCC, I believe we should never simply default to extreme irreversible development without attempt at other obvious community solutions. The gondola feels to me, as a native Utahn and tax paying citizen of LCC, to be an immediate shortcut of a “solution”.

Let’s start with the smallest amount of irreversible infrastructure. I do believe change is needed, but let’s PLEASE take manageable steps on behalf of irreversible development and the financial cost behind it. We need to be forward-thinkers.

COMMENT #: 823
DATE: 1/10/22 9:33 PM
SOURCE: Website
NAME: Brooklyn Cragun

COMMENT:

The revisions underestimate the impacts the proposal would have on the natural aesthetic and environment.

The revision still downplays the implications for world class climbing resources

The conclusion that the gondola would have no noise impact and ignores visual impacts altogether is inaccurate. Watershed impacts are downplayed (at least 10 years of construction) and doesn't recognize the significance of the gate buttress and other areas.

COMMENT #: 824
DATE: 1/10/22 9:39 PM
SOURCE: Website
NAME: James Frame

COMMENT:

I am concerned we are not being shown the full impact of this project, especially in terms of the visual changes. I cannot be in support of anything until I can get a better understanding as to how these changes will visually impact the experience in the canyon (both living within it and commuting). I am concerned that by remedying the problem of congestion on the road, we will be facilitating greater numbers of visitors to the mountains in both winter and summer seasons, contributing to other issues, wear and tear on the resorts, trails, snow, increased congestion will lead to greater danger on the mountains (mountain bikers, hikers and skiers/snowboarders) increasing need for medical support (which is at the expense of the resident homeowners in Alta, unfairly considering the use of these services is almost exclusively to day visitors or tourists). I worry that not all the impacts have been explored fully. While I do want to be supportive of changes, I do not have enough evidence of what the right solution is, and fear not enough consideration has been given to visual impacts and the negative repercussions of many more visitors in the canyon than the road currently permits.

COMMENT #: 825
DATE: 1/10/22 9:40 PM
SOURCE: Website
NAME: Cynthia Martinez

COMMENT:

It is clear that traffic is a major issue in the both Big and Little Cottonwood Canyon. It seems like there are several viable options currently on the table, although they are all imperfect. We can't let perfect be the enemy of really good. That being said, it seem apparent to me that the gondola is the least pragmatic option. This seems to be a solution with a specific subset of economically advantaged people as the clear benefactor. It concerns me greatly to use tax payer money for a solution that is not egalitarian in its benefit. Please let's try harder. Perhaps a rotating usage system? Perhaps a lottery? Thank you for the consideration and the incredible amount of work gone into the EIS, the potential solutions, and the preparation of a platform to give us all a voice.

COMMENT #: 826
DATE: 1/10/22 9:45 PM
SOURCE: Website
NAME: Pierce Alexander

COMMENT:

I am a local of the Salt Lake Valley and an avid skier and rock climber. I fully agree that the canyons have a serious problem with traffic during the peak winter season. I have experienced it myself many times. Nonetheless, I disagree that a gondola system or road expansion is the right solution. With snowfall in the Wasatch seriously threatened by climate change in the immediate future, I believe the peak traffic these canyons are ever going to see is right now. I see the most practical solution being to drastically improve the existing public transportation. Restrict public traffic up the canyons during peak times and get more buses that run over shorter intervals that stick to a tighter schedule. This solution could be implemented almost immediately as opposed to the years of construction it would take to complete the gondola system or road expansion. I am also concerned about the environmental impact the other two alternatives would surely inflict. Further development in the canyon will be destroying the very nature that people go there to see. As a climber, it would deeply sadden me to see the climbing locations at Alpenbock loop and grit mill be lost to development. As someone who enjoys having a winter, I am in favor of the lowest carbon emitting option. Expanding the bus fleet with electric or natural gas powered busses would be the best possible solution. However, between the other two options, the gondola project is the lesser of the two evils because it would be more carbon friendly and cause less disturbance to the nature in the canyon.

COMMENT #: 827
DATE: 1/10/22 9:47 PM
SOURCE: Website
NAME: Trindl Covington

COMMENT:

Despite the fact that there are traffic jams, expanding roads isn't always the answer. LLC is a place of nature, beauty, and needs to be protected. I've visited LLC for almost 50 years now. To expand the road in anyway would cause this beautiful place feel urban. The road should stay as is. More lanes will only lead to more congestion. Part of this canyon being of nature is to limit the number of people accessing it. We lose the benefit of these natural places if we allow them to become overrun by humanity. The gondola would be an absolute shame. Making this canyon a Disney tourist attraction. I firmly believe that more busses with well thought out park and rides is the answer. I road the bus when there was a park and ride at the base of LLC. I know it was difficult for the busses to exit. Give them a traffic that they can control, to stop traffic when they need to exit. Have enough parking spaces so people can depend of finding a spot when they arrive. Please keep this canyon as pristine as we can by not expanding the road or building a gondola

COMMENT #: 828
DATE: 1/10/22 9:54 PM
SOURCE: Website
NAME: Ricky Marine

COMMENT:

Climbers and other recreators thrive on the area and additional infrastructure and regulations will destroy the area. Please do not do this

COMMENT #: 829
DATE: 1/10/22 9:54 PM
SOURCE: Website
NAME: Kelsey Rubin

COMMENT:

Please protect these spaces for climbers and other nature lovers!

COMMENT #: 830
DATE: 1/10/22 9:55 PM
SOURCE: Website
NAME: Carrie Cooper

COMMENT:

Little cottonwood canyon is not a single season recreation area. It is frequented year round by people who do not benefit from any of the options proposed by this plan. Its a short sighted plan that will negatively effect the canyon and Salt Lake City as a whole. Please scrap this plan. Don't rush to ruin. Please take your time to understand the impacts!!!!!!

COMMENT #: 831
DATE: 1/10/22 10:01 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

White Pine Area Trails

The UDOT Amended Draft EIS (A-DEIS) incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the White Pine Area Trails - trails designated by UDOT A-DEIS as 'public recreation areas' under Section 4(f) in UDOT's A-DEIS. For purposes of this comment, the phrase White Pine Area Trails refers to the trailhead for White Pine, the White Pine Trail, and the White Pine to Snowbird Trail, all of which are listed as qualifying as public recreation areas because they are maintained, established trails on public property with a 100% recreational use. The A-DEIS's rationale appears to be that because the gondola does not physically touch the ground on the White Pine Area Trails, it has no impact or at most a de minimus impact. That finding is incorrect. The gondola options have sizable impacts on these public recreation areas. Failure to assess and address mitigation of these considerable impacts means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs across and adjacent to the White Pine Area Trails, specifically, it crosses the parking area/trailhead for both trails and it runs parallel to the White Pine to Snowbird Trail. The White Pine Trail climbs up a slope to the south of the gondola alignment and progresses south away from the gondola for a short distance. The White Pine Trail then turns parallel to the gondola along a steep, exposed slope that looks back onto the gondola for a mile or so, according to UDOT's interactive map. The White Pine Area Trails are the most popular trails in mid-Canyon. They are used year-round by hikers, and backcountry snow sports enthusiasts as well as hunters, fishermen and backpackers.

The A-DEIS fails to identify the significant impacts of the gondola alignment on the White Pine Area Trails. The visual impact is significant. Over one thousand people in bus-sized cabins will continuously fly over hikers and skiers/snowshoers at the trailhead and then parallel them as they progress up and down the two trails. At the trailhead, the public will see hanging directly above massive steel ropes and transiting cabins holding up to 35 people each, ferrying over 1,000 people per hour. Huge towers supporting the gondola cables will be placed across from the trails and be prominent and visible for most of the "length of the White Pine to Snowbird Trail and the first mile or so of the White Pine Trail. They will scar the views of the Canyon for hikers and skiers. Helicopter traffic is routine in the Canyon, and the FAA mandates flashing red lights be placed on the top of the towers because aircraft will operate near them. These lights will capture the eyes of recreation area users day and night.

In addition to the visual impact, which is significant by itself, UDOT estimates that additional noise levels of 50db will be imposed on hikers and backcountry snow sportsmen at the trailhead, abating as they hike a bit farther away from the gondola alignment. The decibel level will likely be higher where the gondola cabins pass over towers. However, even more offensive than the visual perversion and noise will be the invasion and destruction of hikers' and skiers' privacy as they use the public recreation areas. The experience of calm, quiet and solitude of walking or skiing down these trails will be destroyed. The Canyon views to the north will be marred by towering steel tripods over 100 feet tall with flashing lights and massive steel ropes holding bus-sized cabins. Hikers and backcountry skiers/boarders/snowshoers will be continuously observed by more people than if they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The backcountry experience of nature on these trails will be shattered visually, aurally, and in terms of any feeling of being alone in nature - this is certainly not a nonexistent impact nor is it remotely de minimis. It is a profound and permanent change to the experience in these public recreation areas.

The Amended Draft EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands.

COMMENT #: 832
DATE: 1/10/22 10:03 PM
SOURCE: Website
NAME: David Berry

COMMENT:

Whether the Alpenbock Loop Trail and the Grit Mill trailheads are considered separately, or are combined does not affect the lack of compliance by the DEIS with existing EIS requirements for due and full consideration. Either way, the impact on the trail usages and climbing areas under both of the Preferred Alternatives (1) has a very high negative impact on the wilderness natural setting, and (2) excludes without supporting basis or reasoning the conclusionary "reasoning" set forth 26.4.1.2.2 under the subheading "Dispersed Climbing Resources" at pages 26 and 27 of (a) "Individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the area, but they do not have a corresponding level of significance and are not essential features when assessed individually (see Appendix A, U.S. Department of Agriculture Letter Regarding Section 4(f) Determination for Climbing Boulders). "Climbing boulders and vertical routes located outside this area on general forest land (for example, Syringe and 5-Mile) do not meet the applicability requirements in 23 CFR Section 774.11(d) and are not considered Section 4(f) resources. The Gate Buttress climbing area is located on private land and thus is not a Section 4(f) resource." Furthermore, and in the interest of brevity, please see the SLCA letter dated 9.03.2021 for reference and further explanation of my concurring opinion and objection to the DEIS, even as amended). All of the boulders, bouldering problems, and routes on boulders and cliffs and trail access to the same will receive undue negative impacts from both of the proposed Preferred Alternatives. All of the currently used boulders, routes and bouldering problems are part of the entire and whole recreational and natural experience, and cannot really be separated into artificial segments that the USFS recognizes or fails to recognize as proper 4(f) considerations.

COMMENT #: 833
DATE: 1/10/22 10:04 PM
SOURCE: Website
NAME: Marisa Cones

COMMENT:

I oppose all presented alternatives. Less destructive options exist. Bussing and rolling do not change the character of the canyon, and can be rapidly improved rather than spending a large sum of money to maybe have more issues in the future. Try the less destructive, less expensive, and less wasteful approach before spending tax dollars to support private resorts!

COMMENT #: 834
DATE: 1/10/22 10:04 PM
SOURCE: Website
NAME: Alex Klemme

COMMENT:

The gondola is not the solution, especially not at the tax payers expense. This doesn't help Backcountry skiers, climbers, hikers etc. This only helps the resorts and yet they aren't paying for it. Increase buses, add a toll, widen the road but don't ruin the canyon with a gondola

COMMENT #: 835
DATE: 1/10/22 10:04 PM
SOURCE: Website
NAME: Nancy Hanson

COMMENT:

Widening LCC and/or installing gondolas will result in a tragic loss of several beloved natural environments, and is unwarranted. The focus should be on enhancing bus service within existing lanes and developing incentives for use of buses or carpooling, rather than destroying such precious land. The projected "improvements" will forever change the character of a very special canyon, only to benefit ski resorts. It is a sickening proposition.

COMMENT #: 836
DATE: 1/10/22 10:07 PM
SOURCE: Website
NAME: Anjee Barber

COMMENT:

I do not support the gondola. The dart EIS is not responsive to the federal section 4 f Eid requirement a because it ignores significant impact to public recreation areas caused by the gondola, it's towers, tower basis, transfer stations in access roads. Udot section 4f not has not complied with the federal section requirements and it's draf I ask because it is excluded the gondola and along with its towers, tower bases, transfer stations and tower and station access roads from any section 4 F considerations these are areas that unequivocally meet the definition of 4F "public recreation areas ". They exclude maintained hiking trails at White Pine and Little Cottonwood Canyon some of the most popular in the state

COMMENT #: 837
DATE: 1/10/22 10:09 PM
SOURCE: Website
NAME: Priya Chidambaram

COMMENT:

I'm in support of the enhanced bus service alternative only. I think a gondola would be an eyesore and would not resolve this issue effectively.

COMMENT #: 838
DATE: 1/10/22 10:14 PM
SOURCE: Website
NAME: Rosie Staes

COMMENT:

To whom it may concern - I am NOT in favor of the gondola or road expansion as they are currently proposed. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, UDOT should first adequately fund programs and resources that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems. Let's fund a canyon bus program for Big Cottonwood and LCC that will alleviate traffic issues this season! There are so many flaws with the gondola system, first and foremost being that it is destructive to the natural canyon environment that is the water shed for the Salt Lake Valley and that it singularly serves the ski resorts and does not alleviate travel for non-ski area users. As a local Utahn that has lived and enjoyed the Cottonwood Canyons my entire life, I want to ensure that they remain as pristine and wild for the next generations, I am strongly AGAINST the gondola.

Thank you.

COMMENT #: 839
DATE: 1/10/22 10:17 PM
SOURCE: Website
NAME: Rick Marino

COMMENT:

i do not support the gondola

COMMENT #: 840
DATE: 1/10/22 10:20 PM
SOURCE: Website
NAME: Stefan Nelson

COMMENT:

I am very in favor of enhancing the bus service and mobility hubs, so long as none of the recreational resources (climbs or hikes) are impacted. If a gondola is absolutely necessary, gondola b seems like the better option, but the gondola service seems to be motivated by resorts more than citizens.

COMMENT #: 841
DATE: 1/10/22 10:22 PM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

Tanner's Flat Campground Tower Lighting Impacts

The amended UDOT Amended Draft EIS excludes the considerable impacts of the gondola options A and B at the Tanner's Flat Campground, a Section 4(f) 'public recreational area' as identified in the Amended Draft EIS (A-DEIS). The A-DEIS labels any impacts of the gondola options in Tanner's Flat Campground as either nonexistent or de minimus because no part of the gondola physically touches the ground inside the campground. That finding is manifestly incorrect. The gondola options have sizable impacts on this public recreation area. Tanner's Flat Campground lies on public land (National Forest) and therefore qualifies under Section 4(f) of the Amended DEIS as a public recreation area. Failure to assess and address mitigation of the considerable impacts of gondola options means that the Amended DEIS is not compliant with Section 4(f) regulations.

The gondola, option B, runs over the top of Tanner's Flat Campground for the length of the campground. At the lower end of the campground, directly across S.R.210, is a transfer station and a support tower stands right at the road, just a stone's throw from the campground's western end. A support tower also stands immediately adjacent to the upper Canyon end of the campground as well. A previous comment to the Amended Draft EIS outlined significant visual, aural, and privacy impacts caused by the gondola crossing Tanner's Flat Campground and the adjacent gondola infrastructure. This comment adds to that comment by noting that the Draft EIS indicates that the FAA mandates flashing lights atop towers over 100 feet if aircraft could operate in the area. Tanner's Flat Campground routinely experiences helicopter flights over it in support of Wasatch Powder Birds operations and emergency medical-rescue operations as well as occasionally flights for news, search and rescue, and commercial passenger transport. It is difficult to see how all these routine air operations could be shut down or rerouted up some other canyon. UDOT's Amended Draft EIS's suggestion that campers only camp in RVs and presumably stay inside with their shades drawn does not appear to be a realistic, impact-free mitigation to bright, flashing lights over a hundred feet in the air at each end of Tanner's Flat Campground.

Placing flashing lights on towers over 100 feet tall at both ends of the campground will be a considerable irritant and distraction to anyone camping in this National Forest campground. If they flash continuously, sleep will be difficult. If they are intermittent, they will wake or startle campers every time they activate. This is a significant impact to this public recreation area. It will be a true existing impact resulting from the gondola, and it is not de minimus in any conceivable way.

The Amended Draft EIS fails to identify, properly assess or offer mitigation to the impacts of the gondola tower lights on Tanner's Flat Campground, a qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands "Placing flashing lights on towers over 100 feet tall at both ends of the campground will be a considerable irritant and distraction to anyone camping in this National Forest campground. If they flash continuously, sleep will be difficult. If they are intermittent, they will wake or startle campers every time they activate. This is a significant impact to this public recreation area. It will be a true existing impact resulting from the gondola, and it is not de minimus in any conceivable way.

The Amended Draft EIS fails to identify, properly assess or offer mitigation to the impacts of the gondola tower lights on Tanner's Flat Campground, a qualifying public recreation area. The Amended Draft EIS does not comply with Section 4(f) as stands

COMMENT #: 842
DATE: 1/10/22 10:25 PM
SOURCE: Website
NAME: Monte Yedlin

COMMENT:

I am particularly concerned about all the access roads that will be required to build and maintain the gondola towers. Not only is the tower an eyesore, but the base and paved access road to the base a permanent scar to the canyon.

COMMENT #: 843
DATE: 1/10/22 10:28 PM
SOURCE: Website
NAME: Portia Menlove

COMMENT:

I am born and raised in sandy Utah @ the mouth of little cottonwood canyon. As a child I rode my bike with a crash pad on my back to climb on these boulders that are at risk. I rode my mountain bike up the quarry trail weekly after class. From age 11 on my life has evolved from the sport or climbing. It has shaped who I am. Those boulders mean the world to climbers who value the purist form of exercise , socialization and happiness. Sitting under rocks in the peaceful mountains climbing rocks. Please don't destroy something that has been so great and should stay great for generations to come.

COMMENT #: 844
DATE: 1/10/22 10:29 PM
SOURCE: Website
NAME: Jeffery Brown

COMMENT:

Expanded use of electric buses and tolling seem to be some effective and simple ways of decongesting traffic in heavy use times like the ski season. Neither of these would leave a big permanent change in the canyon and could become revenue sources, or tolling could even help to subsidize bud operations. Electric buses would be effective at reducing local emissions as well increasing efficiency as power is recouped during descent.

COMMENT #: 845
DATE: 1/10/22 10:29 PM
SOURCE: Website
NAME: Maureen O'Neill

COMMENT:

Hello,

Thank you for considering comments on the Revised Draft EIS Chapter 26 - 4(f) and 6(f).

As resident of Sandy, I am very concerned that electric bus service coupled with tolling and other traffic mitigation strategies are not being implemented before considering permanently changing the landscape of Little Cottonwood Canyon with either a gondola or creating a shoulder lane.

The climbing boulders mentioned in Chapter 26 - 4(f) and 6(f), which would be removed are a public and historical resource that would be permanently altered in a decision made before less intrusive options, like enhanced electric bus service and tolling were attempted.

Before expensive and irreversible measures like a gondola or widened shoulder lane are made, it must be proven that tolling and enhanced bus service have been tried and don't work.

Thank you,

Maureen

COMMENT #: 846
DATE: 1/10/22 10:30 PM
SOURCE: Website
NAME: Erik Hughes

COMMENT:

I am not for either Gondola options. The clearance of 80-foot-wide easement beneath the gondola cables would be a massive scar upon the LCC landscape, removing much of the natural beauty of the canyon. Additionally, the Gondola only provides increased accessibility for Snowbird and Alta ski resorts, even further limited by summer only operations. This is a massive change to the "wild" nature of the canyon for limited functionality. The enhanced bus alternative will reduce peak hour canyon congestion, provide access to the canyon, and provide an adaptable solution that won't only serve little cottonwood canyon. Furthermore, the enhanced bus alternative has the capability to serve beyond the life of the gondola, beyond only winter resort traffic and the potential Olympics. I am for the enhanced bus alternative as an adaptable resource for both Big and Little Cottonwood Canyons' needs.

COMMENT #: 847
DATE: 1/10/22 10:33 PM
SOURCE: Website
NAME: Monte Yedlin

COMMENT:

I am not that familiar with the White Pine hiking trails, however, I understand that gondolas going over Tanner Flats should be addressed. I do not know if Wasatch Resort is part of these comments, but I have friends who live their and will be greatly affected. Can the gondola be rerouted so these areas are not affected?

COMMENT #: 848
DATE: 1/10/22 10:38 PM
SOURCE: Website
NAME: Claudia Wiese

COMMENT:

In the EIS, the impact on climbing is measured in “boulders”. For example, the road examination would affect “about seven climbing boulders (4.9% of the total climbing boulders in the area) would be removed.” However, removing one “boulder” is equivalent to removing multiple problems (one boulder can contain over 10 individual problems), therefore measuring impact by “boulders” is not accurately portraying the significance of the impact. Rather the measurement should be by the amount of climbs/”problems” that each boulder contains.

Climbing boulders are unique and irreplaceable, impacting about 5% of the sport is significant because this impact can never be replaced. In other words removing 1/20 boulders is removing many more climbs FOREVER.

For these reasons I do not believe the EIS largely underrepresents the impact that the gondola or road expansion will have on the recreation in the canyon. I strongly oppose the gondola and road expansion and support more common sense solutions such as incentivizing carpooling and investing in our bus system as many other ski areas in the world have done.

COMMENT #: 849
DATE: 1/10/22 10:39 PM
SOURCE: Website
NAME: Claudia Wiese

COMMENT:

The EIS states that “gondola Alternative B would result in 34 climbing boulders being within the 80-foot-wide easement beneath the gondola cables.” This would have a severe impact on recreation as the cables and cars will be constantly passing overhead-this is an entirely different experience than immersion in a completely natural landscape.

A study in 2019 titled “An index of viewer sensitivity to scenery while engaged in recreation activities on U.S. National Forests” by James F. Palmer found that “viewing scenery is the second most common activity associated with recreation visits to national forests, and the third most common primary activity.” Therefore it is incorrect for UDOT to completely dismiss the visual impact the gondola will have on the Tanners Flat campground or over the entire canyon as hikers, bikers, climbers, etc. recreate.

COMMENT #: 850
DATE: 1/10/22 10:43 PM
SOURCE: Website
NAME: Sheri Montgomery

COMMENT:

I DO NOT SUPPORT THE GONDOLA!

COMMENT #: 851
DATE: 1/10/22 10:45 PM
SOURCE: Website
NAME: Jonathan Remein

COMMENT:

To whom it may concern,

My name is Jonathan Remein and my wife and I reside in [REDACTED] neighborhood here in Salt Lake City.

I am writing to comment on the Revised Chapter 26, specifically to comment on my disagreement with the two preferred alternatives, the gondola or expanded road for bus lanes.

I'd like to start by saying that my wife and I moved here, like many others, primarily for the amazing access this area has to the Wasatch range. As a climber, I frequent Little Cottonwood Canyon for bouldering and rope climbing alike, often in areas that would be significantly and permanently altered due to both preferred alternatives. Such a significant impact on what I would consider to be one of the most valuable resources to the area would not only be devastating to outdoor recreationalists of all kinds, but one could also argue it does not come close to satisfying the criteria of use for a Section 4(f) resource. Additionally, the resources designated in many parts of LCC provide value beyond just recreation. There is a rich history of accomplished mountaineers and climbers who had their beginnings in LCC including the Lowe brothers (Jeff, Mike, Greg) and their cousin George Lowe. Even today we see history in the making from younger climbers who grew up climbing in LCC like Nathaniel Coleman and many others pushing the limits in the sport.

The impact to the area between and including the Alpenbock Loop Trail and the Grit Mill Trailhead alone far exceeds de minimis impact that would be sustained to the boulders within that resource, which should be considered a major contributor to the section 4(f) resource designation. A minimum of 4 boulders being completely removed, with many more impacted due to the road widening or gondola easement, is already more than enough to create an "adverse effect" on the protected activities, features, or attributes of this resource. Other impacts are wholly left out of the Revised Chapter 26 including noise attributed to the gondola and impacts to the viewshed from within the boulder field and from the cliffs above, which would further contribute to a lasting effect of the activities and features of the area.

It is also stated that if the use of a "Section 4(f) resource is indeed deemed to be of de minimus impact, there also must be "no prudent and feasible avoidance alternative." Initial cost estimates for the preferred alternatives are over \$500 million, and other (more prudent and feasible) alternatives such as increased bus usage without road widening, tolling, incentive programs, etc. have yet to be tried.

One of the largest problems with both preferred alternatives is that the massive amount of temporary and permanent impacts to the canyon will be benefiting only a certain user group for a very small portion of the year that is only getting shorter with the onset of climate change. Considering this highlights how remarkably imprudent both of the preferred alternatives are in relation to some of the other alternatives, like the Enhanced Bus Service Alternative outlined in section 26.5.2.

I hope that my comments help you in your decisions regarding our beloved Little Cottonwood Canyon. I really believe a better alternative can be reached for satisfying all parties.
Thanks!

COMMENT #: 852
DATE: 1/10/22 10:48 PM
SOURCE: Website
NAME: Jennifer Deans

COMMENT:

I oppose both EIS options as they impact climbing and recreation areas and don't provide service for these areas. Let's preserve the incredible beauty of LCC with less costly and lower impact transportation solutions, such as increased public transit without a gondola or road widening, that serve all canyon users.

COMMENT #: 853
DATE: 1/10/22 10:53 PM
SOURCE: Website
NAME: Ted Packard

COMMENT:

My family and I are strongly in favor of widening the road and increasing regular buses. Building a gondola is a very bad idea including cost, environmental degradation, marring the incredible beauty of the canyon, harming wildlife and native flora, long wait times, long journey times, etc. As much as possible keep the canyon pristine.

COMMENT #: 854
DATE: 1/10/22 11:05 PM
SOURCE: Website
NAME: Kristian Jelm

COMMENT:

Thank you for moving towards a solution. The snow sheds with road realignment would make a big difference.

COMMENT #: 855
DATE: 1/10/22 11:12 PM
SOURCE: Website
NAME: Michael Dervage

COMMENT:

We, Michael Dervage and Kathryn Collard stems fully in support of Save Our Canyons comments and opinion on both the EIS and the Draft EIS Revised Chapter 26

UDOT Reviewer Note: Responses to Save Our Canyons' Section 4(f) comments can be found in response 777.

COMMENT #: 856
DATE: 1/10/22 11:17 PM
SOURCE: Website
NAME: Diane McQuay

COMMENT:

Both Gondola options will not help the overall traffic issues in Little Cottonwood Canyon. They only serve the ski resorts, Snowbird and Alta. And the 2nd option will also serve a proposed development, all 3 are private corporations. Why should our taxes pay for a Gondola, which its construction would permanently damage the ecosystem in the area, that would only serve private enterprises? The Gondola would not serve the citizens who live in the canyon nor the town of Alta.

COMMENT #: 857
DATE: 1/10/22 11:19 PM
SOURCE: Website
NAME: Lucy Davis

COMMENT:

A gondola will not solve the traffic problems in LCC, but it will put our climbing areas at risk. Against the gondola.

COMMENT #: 858
DATE: 1/10/22 11:26 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

26.2.1.2 Definition of Section 4(f) Properties

Section 4(f) definition of a “recreational” property errs in that it does not recognize the actual usage of LCC. “Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. The term significant means that, in comparing the availability and function of the property with the recreation objectives of the agency or community authority, the property in question plays an important role in meeting those objectives.”

LCC is a significant multi-use recreational day-use destination with overnight camping in both developed and undeveloped areas. It serves over 1.5M residents in the greater Salt Lake Valley area. As a “recreational area” it is “significant” due to its proximity to populous areas, how its wilderness contrasts the surrounding metropolitan area and by the volume of visitors. UDOT says the 3.7M people visited the canyon last year to “recreate” in all the versions that word implies. Zions National Park had 3.6M and its canyon is twice as long. The Wasatch Canyons General Plan acknowledges LCC as a soignificant recreational destination: “Perhaps the primary stressor on the Wasatch Canyons is the increasing visitation and use of the area for recreational purposes. Little Cottonwood Canyon offers destination recreation at its two ski areas, and dispersed recreation at developed picnic and camp sites and in the Canyon backcountry The applied definition is too narrow to apply to LCC. The limited identification of rock climbing sites and a single organized camp ground and does not acknowledge how the entire space of this small is utilized. The entire canyon is seen and experienced by everyone who visits.

COMMENT #: 859
DATE: 1/10/22 11:27 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

6.4.1.2.2 Properties Evaluated but Determined Not To Be Section 4(f) Properties

Little Cottonwood Canyon Road (S.R. 210) from S.R. 209 to the eastern project terminus in the town of Alta is designated as a scenic byway recognized for its views of dramatic mountain peaks and steep canyon walls.

The definition what makes a recreational areas is too narrow. A significant number of visitors come to LCC just to take in the view scape: narrow glacier formed canyon, steep majestic canyon wall, varied flora an fauna. The view scape would be irreparably destroyed.

In 26.7.6 UDOT expresses concerns for the use of 20' high avalanche berms and the negative impact of such would be "high" and selects a less impactful option. A consistent application of this criteria should find 22 - 200' gondola towers negatively impacting the scenic views even more.

In a later section UDOT acknowledges the damage to view scape from historic structures within Snowbird property done by gondola towers yet no such concern is addressed over the presence of 22 200' towers within the canyon itself.

There are designated wilderness areas within LCC and some located very close to tower locations near the middle of the canyon. Such towers and gondola move will be visible from designated wilderness. Such visibility will be contrary to the concept of establishing a wilderness area and have it void of mechanized transportation systems.

COMMENT #: 860
DATE: 1/10/22 11:28 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

26.5.4.2.2 Section 4(f) Recreation Resources

There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to being viewed by passengers in the cabins as they pass by. The visual impacts would vary from one campsite to another; the gondola cabins would be obscured by vegetation in some areas. Gondola cabins would be visible moving through openings in the trees.

UDOT errs in thinking that a gondola moving directly overhead in an organized campground is de minimis. People come to camp to reach into nature. Having a mechanized 30-person cabin fly overhead attached to a moving cable desecrates the outdoor experience. Also to think that a gondola with a \$600M cost would be allowed to be shut down in the summer is to ignore the drive to recoup costs. There would be extreme pressure from business interests to monetize the gondola as much as possible. Also the suggestion to displace tent campers with RV users borders on discriminating on that segment of society who tent camp because it is within their means to do so.

COMMENT #: 861
DATE: 1/10/22 11:31 PM
SOURCE: Website
NAME: Creighton Baird

COMMENT:

The impact isn't worth the gondola or road expansion. The Canyons have an occupancy limit.

COMMENT #: 862
DATE: 1/10/22 11:39 PM
SOURCE: Website
NAME: Sam Hartvigsen

COMMENT:

Hello. Both of the proposed solutions (Gondola/Road Widening) to easing traffic in Little Cottonwood canyon will be harmful to users of the canyon while ultimately failing to solve the overcrowding. I believe that less impactful options should first be tried before jumping to very expensive solutions that would permanently alter the canyon. While overcrowding on peak days in LCC is an issue, it is only an issue for about ~20 days of the year. These proposed changes will make access to the canyon, especially the lower canyon much worse. I visit LCC throughout the year, mostly in the spring and fall. I probably visited the canyon to rock climb 50+ days in 2021 from spring to fall. During these seasons many people use parking on the side of the road and semi-formal pullouts to access climbing and hiking. Under the proposals, parking would be restricted to only formal parking areas. The gate butress area would especially be impacted, as under the proposal it would be transformed into a parking area for about 20 cars, meanwhile it can currently accommodate about 40. This would make it much harder to spend time in the lower canyon in the spring, summer and fall when these parking areas area already filling to capacity quickly during the day. This is all not to mention the removal of historic and frequently visited bouldering rock climbs that would occur under the proposals. I think that before jumping to these dramatic, overly expensive and permanent alterations of the canyon less impactful options should be tried. Perhaps a toll in that canyon on the busiest days that could fund an expanded bus program to shuttle people that have lift tickets. The most egregious plan would be the gondola, as it would only be really useful on peak days of the year for one user group, and an eyesore and distraction every other day to all other user groups. Climbing on the cliffs of the canyon and having a Gondola whirring right behind me would really take a lot of the beauty out of the canyon. Please consider less impactful options. From a lifelong resident of SLC, thank you.

COMMENT #: 863
DATE: 1/10/22 11:43 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

The Cottonwood Canyons are part of the Foothills and Canyons Overlay Zone (FCOZ) and are subject to the Natural Hazard Areas regulations. FCOZ establishes standards for development in the foothills and Canyons, in order to preserve their natural character. FCOZ goals are consistent with the desire to preserve visual character (#1 on the list) in Big and Little Cottonwood Canyons.

COMMENT #: 864
DATE: 1/10/22 11:44 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

The Cottonwood Canyons Scenic Byways Corridor Plan recognizes that recreation along the Byways drives the economy.

The planning process of this area requires the consideration of the features within a corridor that may detract from the intrinsic qualities and would have a negative impact on its draw as a recreational site. These detracting uses are anomalous intrusions on the visitor's scenic byway experience. The number one detractor on The Plan's list of distractions was identified as overhead power lines. A gondola would be taller by a factor of 10.

COMMENT #: 865
DATE: 1/10/22 11:59 PM
SOURCE: Mailed
NAME: Stephen Lewis

COMMENT:

LCC EIS
C/O HDR
2825 East Cottonwood Parkway
Suite 200
Cottonwood Heights
Utah 84121

JAN 8, 2022

RE Latest LCC UDOT Analysis Evaluation.

At Para 26.1.1.2 it states that UDOT is requesting and accepting only comments specific to the revisions to this chapter, and UDOT will respond to these comments in the Final EIS. Because the public had the opportunity to comment on the Draft EIS, Chapter 26, comments unrelated to the revisions this chapter will not be considered or responded to in the Final EIS.

I should note: the Internet links on previous UDOT EIS drafts had comment points where citizens could make comments, but often there was no verification or notice that after comments were made & posted, that they ever were sent and received. The sender obtains no notice whatsoever. I briefly responded to the latest Evaluation but have no idea if that "comment" was received by your organization. Hence I'm writing this letter.

At 26.3.2.1 Primary Action Alternatives are listed. The original EIS listed Enhanced Bus Service & Peak Shoulder Lane Alternative, along with a Gondola Alternative. The newest EIS lists two options for the Gondola, refers to a Enhanced Bus Service Alternative and now lists a Cog Rail Alternative (with no price tag, and minimal outline of canyon impact).

NEPA in referring to EIS's, requires an equitable & expansive view of viable alternatives in any proposed action. And the cost, environmental impact, safety & benefit to the overall public and public resource (land) is supposed to be weighed.

It's shocking and unbelievable that another half a billion dollar option (Cog Rail) is added to the alternatives and NOTHING is included re potential user vehicle practices such as a requirement for a "payment, fee" to get up the canyon, the requirement of possession of chains for four wheels

between October and March; and the potential requirement of a 4WD vehicle to get up the canyon in winter months. This latter set of options would cost the UT taxpayers nothing, & would be an expense of private citizens intent of going up the canyon. Such fees, need for chains or 4WD would be alleviated if using a bus or shuttle van.

The Primary Action alternatives (listed) outside of Enhanced Bus Service are nearly \$500M dollar proposals, that would take years to construct, would impact the canyon for generations, would require extensive new parking & staging areas for citizens going up, and the systems would contribute to major carrying capacity disruptions at the base of the resorts & on the mountain portion of the resorts, as so many more skiers, boarders and mountain users would be transported up in a few hours. And then the congestion and calamity of getting users down the mountain & to waiting vehicles in parking areas.

At Para 26.7, Least Overall Harm Analysis. (1. a-g) and then reference to UDOT not identifying the Cog Rail Alternative as one of the two preferred alternatives in the Draft EIS. If this Cog Rail option (without extensive impact and cost analysis) can be summarily added, why not a citizen "vehicle requirement" option for winter periods also be included?

Those directed to prepare the Draft EIS & subsequent evaluations have a duty and responsibility to the citizens and taxpayers of this state to find a functional, reasonable, safe & least costly alternative, that won't saddle this state & public with an enormous financial debt. Every effort should be made to pursue this ideal & model.

Another major issue is the cost to the public of visiting ski resorts in the winter & how increasingly large portions of society are squeezed out by exorbitant hill costs of over \$100 dollars per day.

And then the 22 year drought that has hit the Intermountain West (with some variations) for the last two decades; what does that have to do with the future & viability of the resorts in the years ahead? Future weather is an unknown, but climate change and global warming does exist and it has changed weather patterns in society.

I have been a canyon visitor to the Tri Canyon area for over 40 years. A winter resort user and regular backcountry skier. I've also been in those canyons during the warm weather months, extensively. For 30 years I was actively involved in Forest Service EIS's dealing with Snowbird, Alta, Solitude & Brighton & with Wasatch Powderbird Guides. I have seen and reviewed many EIS's, preliminary reports and Categorical Exclusions. For a number of years I knew the key managers at the resorts and regularly engaged with the FS District Ranger & Supervisor Offices.

I have never before seen or reviewed a State of UT UDOT EIS that dealt with the winter Tri Canyon area, Little Cottonwood Canyon. With little public input or awareness, two gigantic & costly options displayed, the gondola option endorsed by the resorts and by many state politicians & then an alternative canyon widening.

The cost & impact of the projects a shock, but UDOT went ahead with it anyway? (As if they were being pushed to do so?) And then an alternate bus service or cog rail - with only the slightest amount of evaluation. (The public not knowing an estimate of the cost, nor the projected footprint of the proposal.) That added on in the latest evaluation, but options re adjusting user costs and vehicle requirement never mentioned or listed?

I'm confused by what can and cannot be looked at, at this date; as 26.1.1.2 says comments unrelated to the latest evaluation will not be considered. And yet a Cog Line & an Alternative Bus line were mentioned in the latest evaluation & not thoroughly analyzed previously; & no other newer options tendered; particularly low "taxpayer cost" proposals.

If a gondola were to be built, buses still running, and vehicles going to resorts, the bottoms of the ski hills at Alta and Snowbird (for hours) will be a zoo & congestion mess - I've seen it at other resort facilities in the Intermountain West and West. The resorts don't mind though as it alleviates the parking problem that has existed for decades. The quality of the experience for the user though will dramatically diminish.

30 years ago I was involved in EIS's with Alta & Snowbird; Forest Service Supervisor's Office during that period made the finding that the winter carrying capacity in LCC had been exceeded; and then the resorts came

out with new EIS's, officials in the Supervisor's offices changed & new analysis followed. Carrying capacity a the resorts request, began to change and that went on each decade, with that term being stretched to the utmost bounds. Presently, why the Forest Service is not actively involved in this process is beyond my belief and understanding. Much of the ski hill at Snowbird and Brighton is Forest Service Land, and the track for a Gondola would cross Forest Service Land.

There are so many variables that have never been touched in the UDOT original and follow up EIS evaluation. And I imagine some or many of the drafters, brilliant and fine people, may have no real pulse on the diverse dynamics of the winter canons, at the base of resorts, on the hill, or elsewhere.

I presently have NO IDEA if any of my comments are going to be read or paid attention to, someone might say they are not relevant or don't fit in the latest Evaluation comment scheme. Still, I wrote what I did.

I'll say it again though, UDOT employees, members of state government, have duty to citizens, to pursue the least costly alternative. Please do so. Thank you for your consideration.

Stephen W. Lewis



Stephen W. Lewis

COMMENT #: 866
DATE: 1/20/22 11:59 PM
SOURCE: Mailed
NAME: Courtney Hoover – US Department of Interior

COMMENT:



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 53
Post Office Box 25207
Denver, Colorado 80225-0007

ER21/0508

January 20, 2022

Josh Van Jura
SR-210 Project Manager
Utah Department of Transportation
4501 South 2700 West, Salt Lake City, UT 84114

Subject: Revised Draft Section 4(f) Evaluation for S.R. 210 including Little Cottonwood Canyon in Salt Lake County, Utah

Dear Mr. Van Jura

The U.S. Department of the Interior (Department), including the National Park Service (NPS), has reviewed the Utah Department of Transportation's Revised Draft Section 4(f)/6(f) Evaluation for the Little Cottonwood Canyon Project SR-210 Wasatch Blvd. to Alta, Utah. We understand the purpose of the project seeks to provide an integrated transportation system that improves use and safety for users of SR-210 from Fort Union Boulevard to the town of Alta, UT, with five alternatives including enhanced Bus Service, Peak-Period Shoulder Lanes, Cog Rail, and Gondola Alternatives A and B to improve safety, travel time, and mobility. Actions include lane expansion and stabilization and additional infrastructure for commercial transportation and avalanche control. The proposed action alternatives are analyzed in an Individual Section 4(f) Evaluation.

The Department concurs with the individual Section 4(f) Evaluation that there are no prudent and feasible avoidance alternatives for Section 4(f) use of the historic properties noted, and that UDOT and the USDA Forest Service (FS) have adequately planned to minimize harm to the Section 4(f) property. The Department concurs that the 4(f) evaluation describes the affected Section 4(f) resources, including properties that are listed or eligible for listing in the National Register of Historic Places (NRHP). As noted in Appendix 15B, the project will result in an Adverse Effect to Historic Properties. Contingent upon an executed Memorandum of Agreement with the UT State Historic Preservation Office (SHPO), the Department has no objection to Section 4(f) approval of this project. While 6(f) properties are located within the project area, there are no anticipated impacts to 6(f) properties by this project.

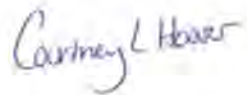
Mr. Van Jura

2

The Department has a continuing interest in working with UDOT to ensure that impacts to resources of concern to the Department are addressed. For matters related to these comments, please coordinate with Karen Skaar, NEPA Specialist, National Park Service Region Serving Department of Interior Regions 6, 7, and 8 at 303-349-4160 or karen_skaar@nps.gov

If you have any questions for the Department, please contact me at (303) 478-3373, or courtney_hoover@ios.doi.gov.

Sincerely,

A handwritten signature in blue ink that reads "Courtney Hoover". The signature is written in a cursive, slightly slanted style.

Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance